DUAL-PURPOSE TOFC/COFC CARS READY FOR TESTS . . . . . p. 24

FEBRUARY 6, 1967

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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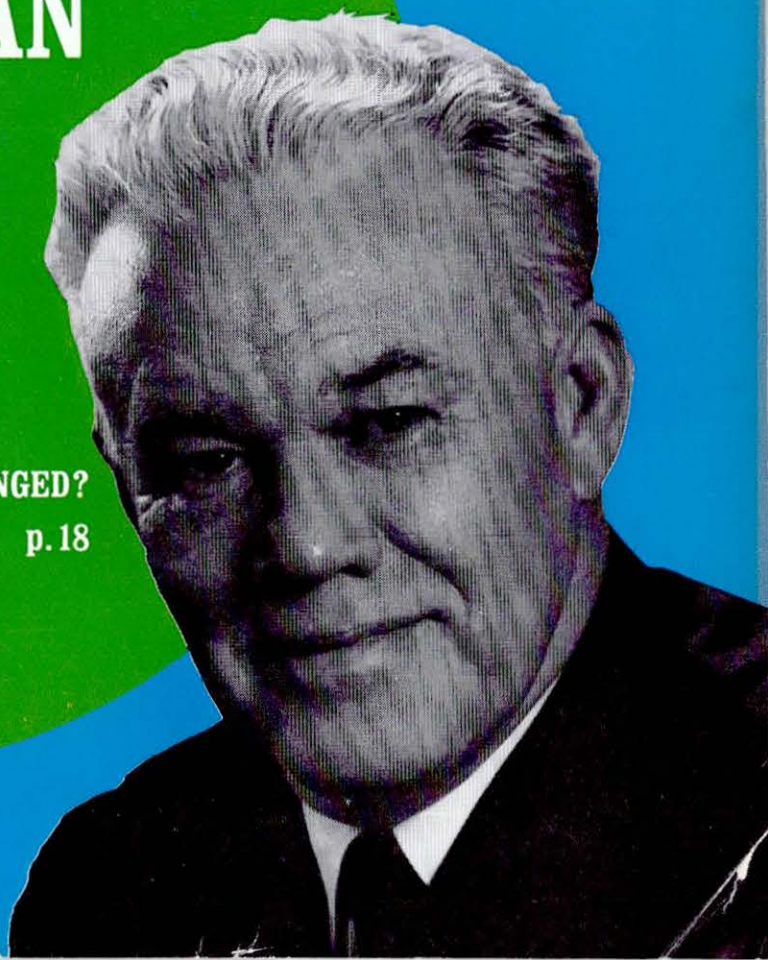
A KEY CONGRESSMAN LOOKS AT TRANSIT

WHAT IS THE FEDERAL ROLE?

IS RAIL TRANSIT GETTING SHORT-CHANGED?

p. 18



WILLIAM B. WIDNALL (R.—N.J.)

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There it is . . . the 6,000th Berwick underframe since you saw our first ad a little over 2 years ago. We're not a "little-known" underframe builder anymore, but we can still remember our first customer. Now and then we even have an orange break to commemorate the occasion. Best of all, that first customer's still shipping fruit on strong new steel backs from Berwick. And he gets them on schedule like the rest of our repeaters.

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Berwick Forge & Fabricating Corp.

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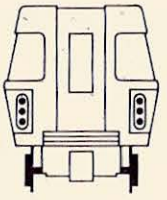
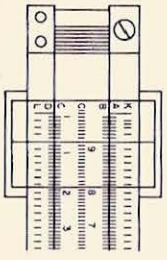


Since 1903



You qualify to borrow our brains if you're a transit designer, car builder or transit authority. Our brains are Applications Engineers. Specialty: transit. They're loaded with facts and figures, know-how and wherewithal. All about rapid transit and aluminum. Alcoa® Aluminum.

You can trust our brain trust. It's backed by years of transit pioneering. (Alcoa Aluminum was used for NYC transit cars as early as 1903.) When it comes to time and money spent researching and developing aluminum for all kinds of transportation, Alcoa holds the track record.

What makes aluminum the transit metal? It's lightweight. (Saves approximately one-half the weight of steel.) It's ruggedly durable. It's a handsome addition, always. It's easy and inexpensive to maintain (corrosion-resistant) and safe-operating.

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Call us at any point in your planning. We'll speed an Applications Engineer your way. He'll work with you from start to finish. Contact Rod Wilson, Aluminum Company of America, 1691-B Alcoa Building, Pittsburgh, Pennsylvania 15219.

Change for the better with Alcoa Aluminum

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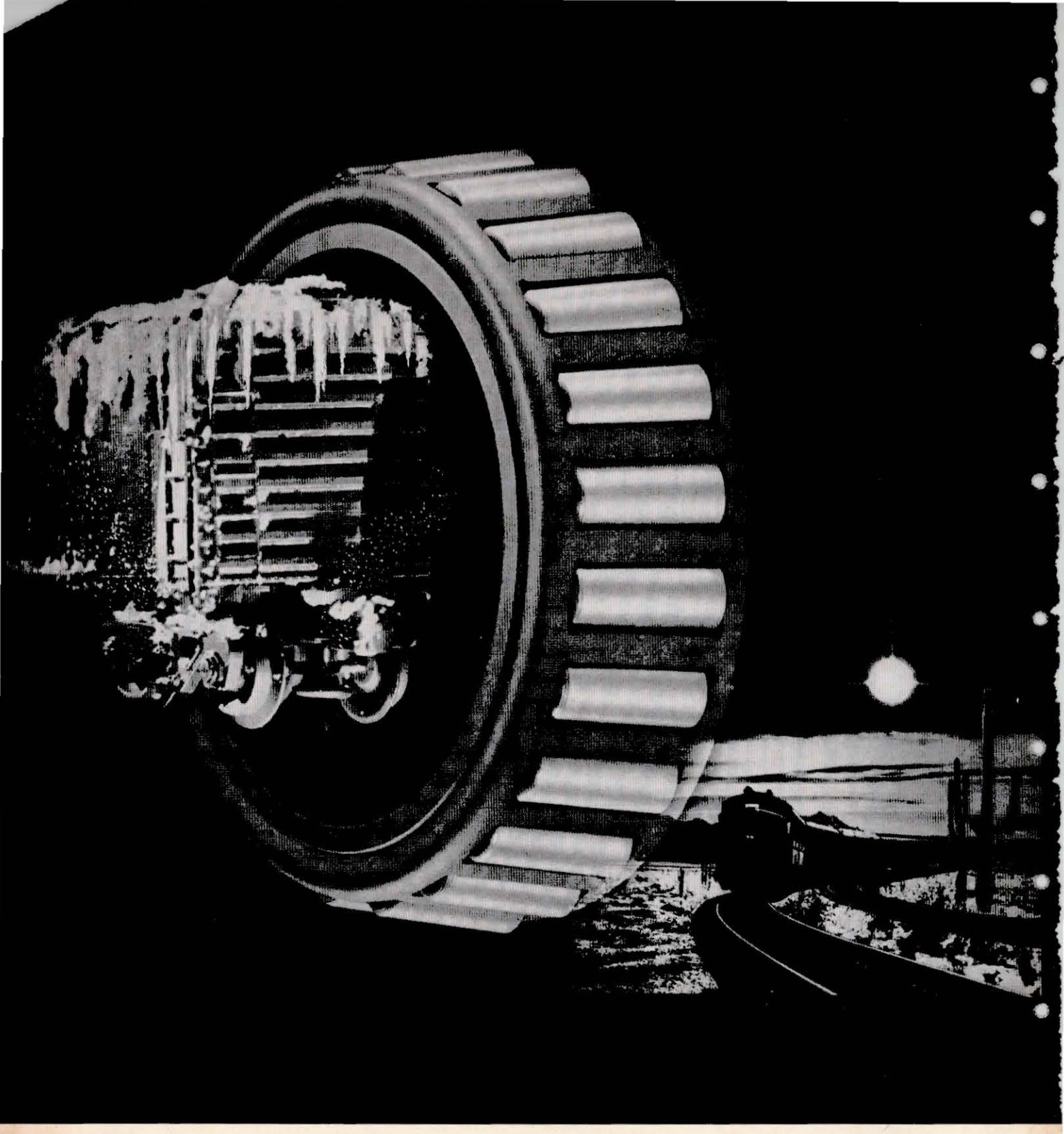

Reliability in every climate, under every condition...

Brenco *crown-taper* roller bearings are the most modern of all.

BRENCO, INCORPORATED
PETERSBURG, VIRGINIA

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RAILWAY AGE February 6, 1967 • Vol. 162, No. 5

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Bad weather has hit Chicago on and off lately—but when a blizzard struck, only the rails were able to maintain service.

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Carrying out the Commission's idea would require railroads to submit and publish "a lot of additional figures."

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When the blizzard hit Chicago people in the city were immobilized—except those who could travel by rail.

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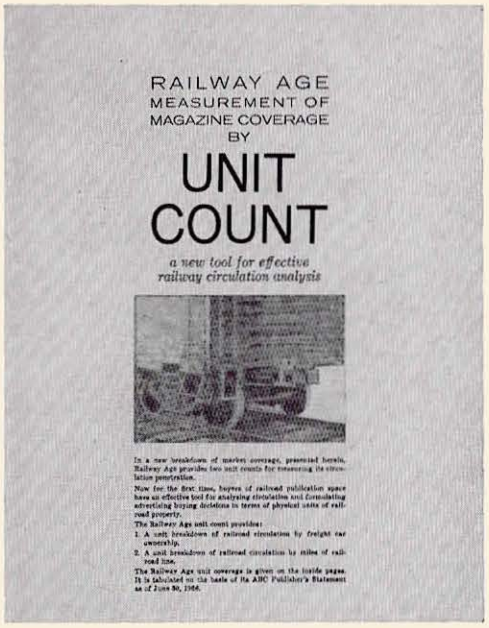
TWO NEW AIDS

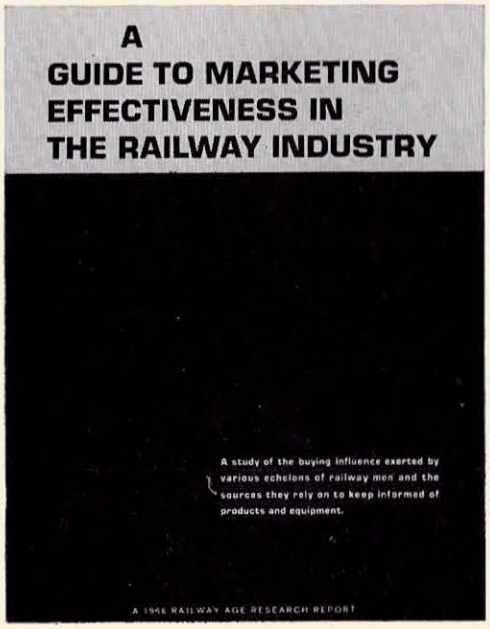
to advertising and marketing effectiveness in the railway industry



Railway Age now offers advertisers a new measurement of its circulation coverage and penetration, based on two unit counts of railroad property—freight car ownership, and railroad mileage. This new study shows how Railway Age reaches railroad buying power where it is of greatest importance.

It lists Railway Age circulation by 8 groupings of freight car ownership and by the same number of groupings of railroad line mileage. Circulation data for each grouping is presented in the exact occupational classifications shown in the Publisher's ABC Statement.

Available for the first time in the railway industry, this pinpointed analysis should provide a new dimension for the selection of railway advertising media.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GUIDE TO MARKETING
EFFECTIVENESS IN
THE RAILWAY INDUSTRY
A study of the buying influence exerted by various echelons of railway men and the sources they rely on to keep informed of products and equipment.
A 1966 RAILWAY AGE RESEARCH REPORT

Now available: A new study of railway buying influences and the sources railway men use to obtain product information. It provides answers to a wide range of questions designed to show *where* and *how* suppliers can best get through to the railroads.

This study should be immensely helpful in planning sales and marketing strategy. It has been obtained through a Simmons-Boardman Marketing Effectiveness Survey personally conducted among 276 management officers and supervisors on 28 Class I railroads and five transit lines.

Outstanding in the results of the survey is the top position occupied by railway magazines as sources of railway product information. These magazines rated high among all nine of the groups of railway men surveyed.

Write for your copies of these studies to Railway Age
30 Church Street, New York, N.Y. 10007—Attention: George Johnson—Reader Service

RAILWAY AGE

SHORT AND SIGNIFICANT

ACF chairman hopeful car orders will pick up

William T. Taylor, chairman of the board of ACF Industries, says present signs point to a downturn in freight-car orders in the last half of 1967 as railroads await the return of the 7% investment tax credit. "Meanwhile," Taylor warned, "there is a freight car shortage and there is a loss of high investment return that may extend well beyond the day when car buyers change their attitude, because a rush of orders early in 1968 might very well tax the total plant capacity for their production." Taylor said he remained "hopeful that buying soon will be resumed because of the very clear economic justification for getting these cars on the tracks."

Trailer Train's Newell wins Seley Award

For "distinguished service to transportation," Trailer Train President James P. Newell last week received the 1966 TAA-Seley Award. In his acceptance speech (made before the Transportation Association of America's National Transportation Institute in Chicago) Newell designated the Transportation Center at Northwestern University to receive the $1,000 scholarship and the additional grant of $1,000 that accompanies the award. What lies ahead for piggyback? Said Newell: "The time is coming when completely coordinated piggyback service must be offered to shippers of this country—with railroads, trucks, ships and planes each performing that type of piggyback service for which it is best equipped, which is most economically justified, and which best meets the requirements of the shipper."

Magor to expand car-building plant

A major plant expansion program that will double production capacity has been announced by Magor Railcar Division of Fruehauf. Magor's plans for its Clifton, N.J. facility include a new material storage yard, which will be served by radio-operated cranes; a new material fabricating shop which will allow greater flexibility of design; and a new car finishing facility providing automatic blast equipment for cleaning cars, and a continuous production line for spray painting and thermal drying. Other improvements include acquisition of modern fabricating equipment, 60% more straight-line track assembly positions, and 119,000 additional square feet of shop area. "This expansion program is the result of years of forward planning at Magor," said Richard Van Hassel, Magor vice president and general manager. "We believe the railroad industry is a solid foundation on which to build for the future." The project is expected to be completed in September.

Williams loses House seniority fight

Rep. John Bell Williams of Mississippi has lost his fight for restoration of his seniority among Democratic members of the important House Committee on Interstate and Foreign Commerce. The House Democrats sent him to the bottom of the committee's majority ladder two years ago for his 1964 support of the Republican Presidential candidate, Barry Goldwater (RA, Nov. 21, 1966, p. 33). But for that setback, Williams would now be the committee's chairman as his former seniority was greater than that of the present chairman, Rep. Harley O. Staggers, (D.—W.Va.). But Williams did not seek to supplant Staggers. His comeback bid was for second place on the committee. The Democrats rejected it last week, and Williams said he will not accept any committee assignment.

MONDAY MORNING REPORT

Containerization: A baby with growing pains

In its few short years of life containerization's youthful exuberance hasn't always been readily accepted by some of the older members of the transportation family. Problems of standardization of container size, inability to interchange, rate difficulty and other complications have given the lusty infant something of a step-child status. Still, its circle of friends is growing and is steadfastly loyal. As one transportation company official enthusiastically describes it: "It's the most workable, useful, intermodal tool available for cheaper, faster and safer movement of goods."

Helping hand from DOT?

Supporters of the containerization concept are looking to the newly-created Department of Transportation to give the kid a break, as it were. "It is my hope," says U.S. Freight's Frederic N. Melius, Jr., a prime promoter of containerization, "that the Department of Transportation will exert a beneficial influence on the attainment of ultimate goals and potentials of containerization. How? By helping to solve some of the problems that prevent the world-wide flow of goods from producer to consumer in a carrying unit that is indigenous to each mode of transport—each means of locomotion—which will get the freight to its destination in the shortest time and at the lowest possible price."

Boxed-in by problems

The problems, says Melius, come down to three broad areas: physical, legal, and what he terms "human." The physical problems involve standardization of dimensions, of hardware, and the method of transfer from one mode to another. "There is still a fertile field for study, research, and the pooling of information," says Melius. "In that field, I should hope that the DOT will prove extremely helpful." So far as legal problems go, he believes that DOT Secretary Alan Boyd's new department has an opportunity to provide leadership and encourage action in the establishment of a single, through charge (several regulatory agencies are now involved) for container shipments. U.S. Freight's president thinks freight forwarders, especially, are not being given a fair deal under present transport policy and law, being held to full common carrier responsibility but denied some of the privileges that go with the status.

Old concepts don't just fade away

Finally, container proponents say, there is the stubborn problem involving the human factor. Containerization presents totally new concepts—traditional and conventional methods of operation are incompatible with this new type of service—and old concepts of classification and ratemaking must be replaced by more simplified pricing techniques. Transportation industries are going to have to adjust to new ideas and new methods, say container supporters. And the fear of losing contact with the shipper must give way to the realization that interchangeability inevitably means that some carriers provide the middle part of the service and other carriers perform at each end of the line.

Some high-level objectives

The stated objectives of the Department of Transportation include the development of policies and programs to improve the efficiency of transportion, the stimulation of technological advances, and the provision of leadership to single out and solve transport problems. Furthering of the concept of containerization, container men hope, should be one of the end products of these objectives.

Rx for rail transit comfort

$$x_D(t) = [x_O - \int v(t)\,dt]$$

This prescription for passenger comfort is one of the basic formulas for GRS Feedback Traction Control. Developed and tested on BART's Diablo proving tracks, Feedback Traction Control slows trains *gradually*—yet with top schedule-adherence efficiency—as they approach station stopping targets.

Hundreds of such formulas went into our specifications for the control system GRS engineered for BART evaluation. They tell a story of speed, comfort, convenience . . . in the language of our top technical men.

GRS experts have conceived and developed hundreds of innovations which apply electronic techniques and computer principles to transportation control systems.

They understand control systems, as most railroaders know. And so do rapid transit men in New York, Cleveland, Chicago, Toronto, Madrid, Barcelona—where GRS systems are at work.

After all, we've been in the business 62 years.

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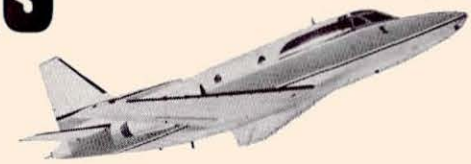
We asked Edd Bailey how a railroad president feels taking off in his Sabreliner jet.



He wishes it had a whistle to blow.

Obviously, the president of Union Pacific Railroad is a locomotive-fancier.

If locomotives could fly, maybe a railroad man wouldn't operate a Sabreliner. Mr. Bailey does, though. And it fits right in with the progressive way his railroad does things.

Union Pacific uses its Sabreliner to save executive time, the same as it uses integrated electronic systems to save shipping time. It also uses it as an airborne communications link with its shipping centers and to further its industrial development program by showing available plant sites along the line to interested parties.

The Sabreliner (it's called the "Golden Bumble-bee") flies a busy schedule every month. From Mr. Bailey's headquarters in Omaha, it can jet non-stop to any U.S. rail center or shipping point. With six executives, two crew, and baggage. In close to 2½ hours or less.

But swift jet transportation isn't the only progressive aspect of the Sabreliner. Take our warranty, for example. We made aircraft history by giving Sabreliner owners two-year, 1500-hour coverage. This is based on Sabreliner's 300,000,000 miles of proven flight experience.

Or take our unique Product & Service-to-Owner Improvement Program. It keeps Union Pacific's Sabreliner as advanced as the latest one off the production line.

It's not easy for a business transport to be progressive enough for an automated railroad like Union Pacific. Sabreliner does the job.

We know it will never be the same as a locomotive to Mr. Bailey.

But a whistle just wouldn't seem right on an executive jet.

For full information about the world's most proven business jet – the Incomparable Sabreliner – write the national distributor: Remmert-Werner, Inc., Dept. 103, Lambert Field, St. Louis, Missouri 63145.

The Incomparable Sabreliner by North American Aviation

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WEEK AT A GLANCE

Shopcrafts get an emergency board

As expected, negotiation and mediation failed to produce settlement of demands involving the six shopcraft organizations—and emergency board proceedings are under way.

President Johnson created the board on the advice of the National Mediation Board, and deliberations were scheduled to begin last week. The action serves to maintain a status-quo situation at least until mid-April. Originally, the six unions—the Machinists, Sheet Metal Workers, Electrical Workers, Carmen, Boilermakers & Blacksmiths and Firemen & Oilers—had demanded wage-boosts of 20%. Thus far, two operating organizations and a number of the non-ops have settled for pay increases which vary in detail but which generally stay within a 5% range.

BART selects power and propulsion system

Bay Area Rapid Transit District's board of governors has adopted a power and propulsion system based on a 1,000-volt dc contact rail with chopper-controlled dc traction motors. BART's General Manager B. R. Stokes said this system will meet the high performance requirements of BART, will produce the greatest reliablity, and is the most economic to construct and operate. The propulsion equipment, using solid-state devices, will have increased traction capability and significantly improved control ability, he said.

According to BART's director of development, D. G. Hammond, the system represents a major advance over present 600-volt systems with cam-controlled traction motors. The recommendation for the 1000-volt system made by BART's general engineering consultants came after an extensive test program. It involved a competition between the 1000 volt dc system and a 4,160 volt, three-phase ac system.

New Haven liquidation price tag: $153-$170 million

There has been a lot of talk in recent weeks about the possible liquidation of the New Haven if the road is not rescued from that fate through inclusion in the proposed Penn-Central system. Now, some figures on just what a salvage sale might bring have been drawn up.

Net liquidation value of the railroad is somewhere between $153 million and $170 million, according to estimates of William A. Gordon, a partner of Coverdale & Colpitts, a New York engineering firm. He said his top estimate is "conservatively high" and is "based upon an admittedly optimistic assumption that the entire task of liquidation could be fully accomplished in a six-year period."

As of Dec. 31, 1965 the New Haven had a net book value of $375,642,538, exclusive of its investment in Grand Central Terminal properties. Estimated liquidation value, based on a six-year disposal, as of that date would bring $170,810,000, it was estimated.

If the line were sold over a 10-year period, the estimated net liquidation value would be $153,-443,000 due to the additional costs that would be incurred over the longer sale period.

The Penn-Central has offered to buy the New Haven for about $140 million.

Gordon said he evaluated assets of the New Haven Railroad without any reference as to how the road's liabilities would be paid.

"An exception to this relates to the liquidation value of equipment, where we are faced with the disposition of equipment subject to equipment obligations," he said.

He warned that as soon as any petition was filed for advance notice of liquidation by the road, there would be an immediate diversion of traffic to other modes.

"Freight shippers and passengers would take steps to find the most feasible alternative services. The longer the notice period the greater would be the revenue loss," he said.

CN introduces jet-age reservations

An electronic seat reservation system is being phased in on the Canadian National. The system—first to handle rail passenger space in North America—is controlled from the Collins computer center of CN Telecommunications in Toronto, and is connected to 36 Canadian cities coast to coast, and to Chicago. It's capable of handling 1,000 requests per hour, 18 hours a day, seven days a week. It can reserve parlor car and coach space up to four months in advance and can accept last-minute cancellations.

According to Jean H. Richer, CN vice president passenger sales and services, the electronic system is being adopted because existing manual means are insufficient to cope with rising passenger business. He explained that the new system was taking over just part of the CN network for now: "We have chosen our most travelled trains in an effort to meet the expected heavy demand for our services during Canada's centennial year and Expo 67."

Beginning with mid-February, the system will be used to reserve space on Rapido trains, the two transcontinental trains, and the "Ocean Limited." Parlor car service and additional coach service will be added in May and by June all seats on the new Turbotrains will be in the computer's inventory memory.

Parlor car seats, also for travel after Mar. 31, will be reserved on all Montreal-Toronto, Montreal-Ottawa and Montreal-Quebec trains, as well as trains in the Toronto-Southwestern Ontario and Chicago service.

GUS WELTY'S LINES ON LABOR

WELTY

THERE'S A CERTAIN MAGIC in that word "guaranteed"—which is probably why auto makers try to outdo one another in length and coverage of warranties, and why union leaders have recently come to put such emphasis on the guaranteed annual wage. The big push, in railway labor, is coming now from the Brotherhood of Railway Clerks—and it's a safe bet that all other rail organizations, ops and non-ops alike, will be watching. The BRC is the largest of the brotherhoods. What it does can't help but have far-reaching consequences.

CLERKS' PRESIDENT Les Dennis calls the union proposal "merely a refinement of 30 years' effort to stabilize railroad employment and provide our membership with predetermined minimum annual income levels." Notices are being served, Dennis says, because the Clerks have "found it difficult to apply the Feb. 7, 1965, stabilization agreement as it covered five different labor organizations."

WHAT DO THE CLERKS WANT? They propose a guaranteed annual wage, for each employee in service one year, of not less than his previous year's earnings. They propose a limit of 2% per year on job abolishments, for whatever cause. They propose arbitration of disputes concerned with technological, operational or organizational changes, in cases where negotiation fails to produce agreement.

RAIL MANAGEMENT has its own views on the February 1965 job-stabilization agreement. And it would be fair to say that a number of people in management are just as dissatisfied as the Clerks union is—if, perhaps, for different reasons. Management will have its own proposals to present. Hopefully, as in all things, some equitable settlement will be reached. Hopefully, the settlement will give meaningful recognition to the fairness of protection for older-service employees and the unfairness of protection in which it's the job (and not the man) which gets the shield.

AS SOME SEE IT, the BRC—if it hopes to get a better deal for the membership—should acknowledge that (a) if an employee retires or is promoted and if his job is not needed, management should have freedom to abolish the position; and (b) in exchange for argeement on greater protection for the individual, there should be greater freedom for management to make efficiency-based changes.

IF THE CLERKS are mainly concerned about protecting people, in other words, they'll likely not find serious philosophical arguments thrown up against them. If they're mainly concerned about protecting jobs and a roster of dues-paying members, however, count on management to resist and resist bitterly. It can't be had any other way.

**It took over 10,000 man hours,
1,528 lab tests,
10 railroads and 400 locomotives
to make lubricating oils
that exceed the performance
requirements of
all diesel locomotives.**

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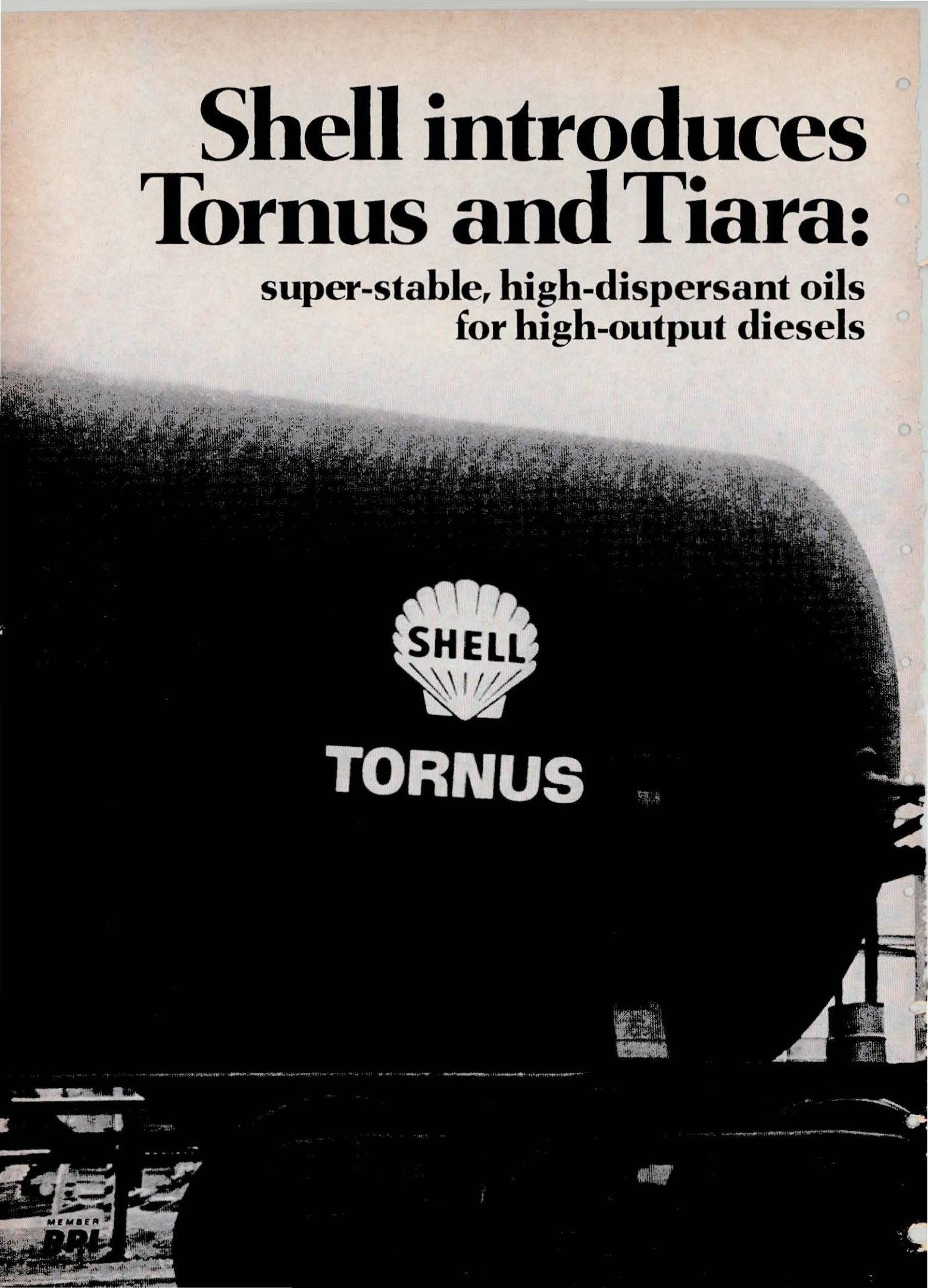
Shell introduces Tornus and Tiara:

super-stable, high-dispersant oils for high-output diesels



Until recently, Supplement I level performance was not demanded—nor obtainable—in a railroad diesel lubricating oil.

Shell Tornus Oil *easily* meets Supplement I level performance. Yet, ash is in the normal range—.7 percent sulfated residue.

Shell Tiara Oil *meets* Supplement I level performance. But with less than one-half the ash—.3 percent sulfated residue.

More than additives:

Tornus and Tiara Oils are an exceptional match of hydrotreated medium-viscosity index base stocks to a Shell-developed additive package. These oils prove there's *more* to a high-performance oil than additives.

It didn't happen by accident. Shell scientists *first* developed a combination of extremely stable base stocks, *then* developed the additive package to give final premium performance.

Test results:

Tornus and Tiara Oils have been evaluated *thoroughly*. Field tests alone involved 10 railroads and more than 400 locomotives, old and new, all makes, in all kinds of service. Test results in brief:

- Filter element changes were safely extended beyond previous intervals.
- Engines and oil coolers were clean—remarkably so.
- Silver and copper-lead bearings were in excellent condition.
- Wear was maintained within acceptable limits.
- Both oils were found compatible with other oils in general use.

Call Shell today:

Your Shell Railroad Products Representative has all the facts on Tornus and Tiara Oils. Call him today or write: Shell Oil Company, Railroad Sales Dept., Room 3844, 50 West 50th Street, New York, N.Y. 10020.

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to your
boxcar
can
make it
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lighter...
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...than cars with other cushioning systems. With ACF Freight-Saver™ units, you get an increase in payload and revenue from your boxcars *without* paying a premium for special lightweight materials.

The reason's simple. ACF Freight-Saver cushioning design eliminates heavy springs and a lot of other deadweight. Compressed dry nitrogen is used for return, which makes up shocks impact after impact, to protect damage-sensitive ladings.

Maintenance? It couldn't be easier. If friction develops between fixed and sliding sills, adjust the pressure. There are few moving parts, and special alloy steels provide enormous strength. Freight-Saver cushioning is built, backed and serviced by ACF engineering and know-how. Over 8,000 units are now in use on 30 railroads.

Increase your payload and protect it, too, with up-to-date Freight-Saver cushioning. For details contact American Car & Foundry Division, ACF Industries, Incorporated, St. Charles, Missouri 63301.

ACF INDUSTRIES

How a key Congressman

- **Are present limitations on the amount of aid that can go to any single area hamstringing the federal program? Has too much emphasis been placed on bus transit in the past?**
- **What are the chances of a 90:10 formula for transit aid? Can transit ever be paid for out of the fare box? At what point is the federal government justified in entering the picture?**

Who cares about transit in Washington? Rep. William B. Widnall (R.-N.J.) does; he helped line up the votes for passage of the Urban Mass Transportation Act of 1966 in the House of Representatives.

Congressman Widnall takes a keen interest in the federal transit-aid program—and he doesn't like everything he sees. In an interview with Transit Editor Joe Asher he tells what he thinks is right and what's wrong with the present program—and how he views the future.

Q. Congressman Widnall, the federal mass transit-aid program has been in operation over two years, now. How do you think it is working?

A. As far as the machinery set up in the Department of Housing and Urban Development is concerned, I'm inclined to be patient with it, since it takes time to get oriented. But part of the way it functions is political: the people at HUD have to watch themselves; they have to spread out their allocations over as wide an area as possible, in order to generate wide support in the Congress. But by spreading things out too much, you don't accomplish anything.

Q. Are you referring to the provision in the Act that places a 12½% ceiling on the allocation to any one state?

A. I am. The tragedy of the Mass Transit Act today is that, as envisioned in most minds in the Congress, I believe, it was to be a major attempt at a breakthrough in the urban areas and their suburbs, with a better means of transportation than the automobile. But if you just take 12½% of the total allocation and dump it into an area like New York City—or any other metropolitan area for that matter—actually, it's just peanuts.

Q. So you find the present program inadequate?

A. I do. We have the framework of something, but have not yet made a really major attack on the problem. I've always felt that mass transit is one of the most important issues we have, and it should receive high priority. This should not be a hit-or-miss business, where each year you have the question of whether or not you are going to continue the program, and also whether you're up or down in the amount of money involved.

Q. In other words, you favor putting federal transit aid on an open-end basis?

A. I certainly do. Whether we try something in research and development, or any other kind of program, we cannot move in any direction but on a year-to-year basis. Something has just got to be done about this.

Q. Wasn't the 1966 Act originally open-ended?

A. It was, and I very much hoped to see something along those lines happen last year. As the bill came out of the subcommittee and the full House Banking and Currency Committee, it set up a program authorizing $175 million a year on a continuing basis. On the House floor, the open-end basis was eliminated, and the appropriation was brought down to $150 million for one year. The version passed in the Senate was for two years, and we went into conference with them. I was one of the conferees, and I insisted that we at least retain the two-year basis. At any rate, the two-year program of $150 million a year is more than the Administration requested. They had been lukewarm about anything except $90 million for the first year, and were definitely opposed to the $175 million that I had wanted on a continuing basis.

Q. What else do you find wrong with the present transit-aid program?

A. I don't want to see a lot more money poured into our present mass transit program, if, as has happened up to now, 80% or 85% of this money goes into bus transit. This is leading to new feeder bus lines, and things like that. But when the congestion problem of the cities first drew the attention of Congress, we talked of the choking up of both auto *and* bus traffic. I can't see that too much has been done to solve this problem.

Q. What changes do you think are likely in the near future?

A. I would not be surprised to see the research and development aspect shifted to the Department of Transportation by next fall.

Q. Does this portend policy changes?

A. There is a lack of direction in this country's transportation policy that even the establishment of DOT has not yet solved. To give you one example, HUD could decide that assistance to a particular commuter railroad would be sufficient to sustain necessary service. Yet the ICC at the very same time could approve a petition by the same railroad to give up its commuter service. I introduced a bill last year that drew bi-partisan support, which would require the ICC to postpone its decision, where available public and private sources made it possible to solve the railroads' problems—a position the ICC later took with respect to the New Haven Railroad. But the ICC doesn't have to do this, and I believe they should—so I'm going to try again this year.

Q. What makes transit assistance so important at this point?

A. In all the great metropolitan areas we have a constant increase in the choking up of traffic, day by day, month by month, on all the superhighways, highways, freeways, and everything else that was built to move

views federal transit aid

U.S. Rep. William B. Widnall (R.-N.J.)

people in and out of cities. It's reached the point where we expect the cities themselves to become just parking lots for the country. Along with this, there has been a constant deterioration in alternate means of transportation.

Q. Are you saying highways have been favored over rails?

A. It's hard to avoid it. We certainly haven't given anything near the same amount of attention in recent years to the alternate methods of travel, as they should have had. It's absolutely impossible to continue to clear vast urban areas of buildings in order to build new roads—the cost is getting completely out of hand. So I think we're being forced into a situation where, whether we like it or not, we've got to pay attention to both means of transportation.

Q. Should rails be favored over highways?

A. No, but we've got to make much better use of the rail rights of way we have at the present time. I just hope we're not going to continue to abandon them to other uses, without giving full consideration to alternate means of mass transit on those same rights of way. Also, a better combined use of land with some freeways and turnpikes: Where you already have a right of way, there is room in some instances for two or more means of transportation.

Q. Do you think people can be forced out of their cars and onto mass transit lines?

A. I don't think people have been offered enough modern public transportation—clean, adequate, regular—in many areas for a period of years.

Q. Do you think this is changing now?

A. It's beginning to. Also, you find there's a much greater realization on the part of the public of the tremendous part that buses, trucks and passenger vehicles on the highways play in creating air pollution.

Q. The governors of four eastern states—New York, New Jersey, Pennsylvania and Delaware—joined recently in calling for the federal government to make transit aid available to the states on the same basis as highway aid—a 90:10 ratio of federal/state spending. Do you think this has any chance of winning Congressional support?

A. The idea certainly has merit from the standpoint of the governors. I would say it would probably get ample support from those who represent the metropolitan areas, but those who live further west live very blissfully without our problems, and there would be reluctance on the part of any of these people to support a 90:10 formula.

Q. When votes were being canvassed for the 1964 and the 1966 transit-aid bills, where did most of the grass-roots support come from, aside from the transit industry itself?

A. Commuters, individual citizens, those who watched the deterioration of equipment and schedules. The equipment people, of course, are always interested.

Q. Who was antagonistic?

A. Let's be realistic. You have to understand that we have many people coming to us about programs who have an axe to grind. Your individual citizen who is affected by these things, is never well enough organized to do anything himself—he has no "pot" to play with, to go out and do the hard sell, although a piece of legislation needs just that to put it across. The result is that some programs barely get started, because so many interests are bigger and better organized.

Q. Aren't there other places to go for transit funds besides the federal government?

A. There's no question that mass transit needs support from every level of government. Regional authorities might be effective if they get full cooperation from the states, and make a joint effort to sell bonds for financing.

Q. Why shouldn't transit rides meet more of the cost through higher fares?

A. I certainly disagree with the position taken in New York City that they couldn't increase their subway fare to 25 cents. This just doesn't square with the facts in other cities. With constantly mounting costs—new benefits for labor, higher material costs and so on—the

"When the problems become too vast for the states to handle, they're entitled to ask for federal cooperation and assistance."

passenger has got to pay more, of course, but there also has to be more participation on the part of government. I don't think today that you're ever going to reach the point in mass transit where all costs can be paid out of the farebox.

Q. What about operating subsidies?
A. I don't believe that's the answer. I want to be fully convinced that everything is being done on the part of the municipality and the state to bring expenses into line—at the same time, obtaining a legitimate fare from the traveler.

Q. You mentioned state and local action; how do you see each echelon of government functioning in this field?
A. I think the initiative has to be with the states. The individual communities in most cases don't have the over-all knowledge, or personnel, or planning ability to handle all these problems on a local level. But when the problems become too vast for the states to handle, or are interstate, then they're entitled to ask for federal cooperation and assistance.

Q. Won't this be called socialism in some quarters?
A. It has reached the point where individual communities in a great many cases can't meet the need. In most communities, the homeowner has such high real estate taxes that he has too much of a load to bear now, without adding more burdens. The federal government has a role to play, making grants and loans to enable certain things to be done: encourage new developments, new ideas, promote the human element in mass transit travel.

Q. So the federal role, as you see it, is to give the final push—not to be the chief mover and doer?
A. Correct.

Q. It's sometimes claimed that we are lagging behind other countries in transit technology. Do you agree?
A. I'm not convinced the technology is so far behind; I don't think there's been the effort to use what's available.

Q. The "Buy America" provision contained in the 1964 Mass Transit Act was deleted last year. How do you feel about this?
A. I voted for the "Buy America" clause, and I don't think it was damaging. We've got some major businesses that are involved in mass transit manufactures; that's a lot of employment, and we should do all we can to give them full opportunity to keep working. Although there are some special equipment items where you might be able to get better quality overseas, I honestly feel that we can do about as well here on most major items of equipment. It may have meant a bit more in increased costs, but up to now I don't feel it's been too much in terms of the program. I'm sure a new amendment will be offered to restore the "Buy America" clause when we get into this again, and I'd like to see some facts and figures before I commit myself.

"The time is past when you were able to live in your own little hamlet and not be affected by the rest of the world."

Q. Do you think transit support is getting to be more broadly based, as time goes on?
A. It can be. Take Washington, D.C. as an example. Today, Congress is beginning to have a much more realistic approach to building the subway system here, although for years you couldn't get anything going. The problem is a holy horror today in magnitude; it's going to be very expensive but we have to do something, or we might as well move away.

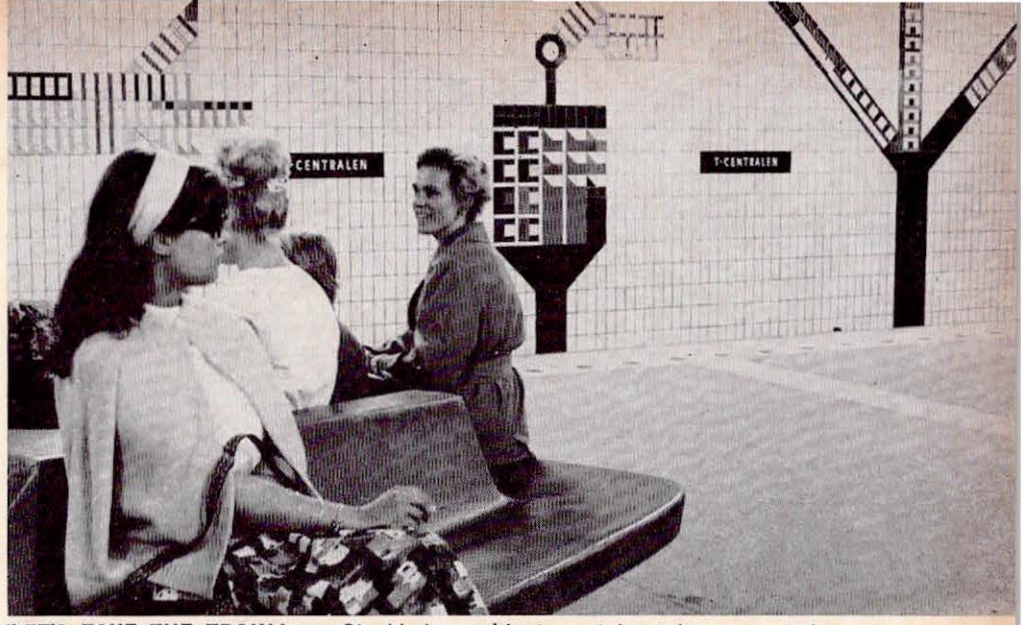
Q. Is mass transit thought of around Washington as a non-partisan issue?
A. It's a major problem of the cities, and by and large, the cities are represented by the Democrats, with very few Republicans. The Republicans have mostly come from other parts of the country where the problems are different—agriculture, water, things like that. But the time is past when you were able to live in your own little hamlet and not be affected by the rest of the world. There's getting to be a much fuller awareness of common problems, of the necessity for planning, for doing something far more active than we've done in the past.

Q. What's the outlook for the federal program—is the level of allocation likely to go up?
A. In the present session, I don't see it. This is not going to be a Congress that's known for its charity toward all; it's going to be a very tough session with respect to funding. After a long period of authorizing billions of dollars, I think we have to have a period of digestion and review to see what we've actually done—and what authorizations will eventually receive appropriations. And we have staring us in the face the immediate problem of Vietnam.

Q. Without the Vietnam War, do you think there would be much more receptivity to increasing transit assistance?
A. Yes, there's no question of it. But altogether, I think there's a much better recognition of the mass transit problem. There's been rapid growth in many parts of this country over the last ten years; many sleepy little villages are now thriving cities. The result is that many congressmen from the less populated areas are starting to see these problems coming their way some day soon. I don't think we're going to go backward—I think we'll go forward and do a much better job than we have done. ■

Stockholm transit accents design

Make the functional pleasant and the pleasant functional is Stockholm subways' motto.



'LET'S TAKE THE TRAIN,' say Stockholm residents, not least because stations are cheerful, well designed. Colorful materials and patterns make the difference.

Do subway stations have to look like hospital corridors? The people who run the Stockholm transit system say no—and they've proved it in dramatic ways on their network, the T-Bana.

Leading Swedish artists were commissioned to design murals, sculpture, and other works in bronze, ceramics, concrete, copper, stone and other materials. Open competitions were held—incidentally stimulating public interest in the transit system—and many interesting proposals were considered. About 20 entrants won awards for their designs.

Adjacent to the main line rail termial in the rebuilt downtown center of Stockholm is T-Centralen, the main stop on the subway and hub of the network. Here the decoration is particularly rich and varied: one concourse has a pattern design of clinker plates (treated bricks) with walling in ceramic plates.

In another, the walls have Spanish tiles. Pillars have reliefs and carvings in cement, concrete, mosaic and stone. The decoration of the outer walls at track level incorporates colored glass prism tiles.

The motifs sometimes play up the materials themselves, other times particular themes. At T-Centralen, stone and clinker is both subject and material. Ceramic figures are outlined at track level against a background of white clinker plates on the upper platform.

● **Vary the transit look.** The Mariatorget station has a domino motif, and the design is done in iron gatework. "Altamira"—named after the famous prehistoric drawings of animals in Spanish caves—is the motif of the Hornstull station, done in glazed Dutch tiling, with red, white and black shapes against a white brick background.

The Malarhöjden station overlooks Lake Mälaren, and appropriately enough, the artist worked out an ebb-and-flow motif, carried out in enamelled plate sheeting over a 450-ft length, to a height of 10 ft along two platform walls.

● **Aerials look good, too.** Obviously, subsurface stations lend themselves best to this sort of treatment, but open-air stations also exploit the design possibilities.

The ticket lobby at the busy Liljeholmen station has a concrete frieze with low reliefs executed by laying masonry in the mould and then cross-hatching the surface. At the Hagsätra terminal, stone mosaic is widely used.

There's another aspect to station esthetics—how the ads are played. Posters are displayed in frames of a few standard sizes. To avoid monotony, they are varied from station to station wherever possible.

Display cases and stands, as well as kiosks and shops, show an equally tasteful approach. It pays off, too: station shops represent 25 different trades, and if they were all grouped together, would form a shopping center covering 30,000 sq ft.

Because of the varied terrain of Stockholm and its suburbs—numerous hilly islands on an inlet of the Baltic Sea—some segments of the transit system are relatively deep, others at cut-and-cover level.

● **Standard platform layout.** The stations themselves are therefore of varied design from the civil engineer's point of view, but in general, those below ground have a fairly standard layout.

The passenger descends by stairs and corridors to a sub-surface ticket concourse, and descends again, by escalator or elevator to an island platform.

Lighting and ventilation are excellent, and in view of the rigorous climate, there are some extras—underfloor heating, wall radiators, and heating coils in steps.

The 620 subway cars are all steel with integral sides, roofs and underframes. Their clean lines are enhanced by a green livery to accentuate the effect of liveliness and modernity.

● **Good looks make good sense.** All of this is part of the larger picture in Stockholm—the widespread understanding that urban planning and transit planning are two sides of the same coin. They work together to make the functional pleasant and the pleasant functional.

The city has a metropolitan population of 1.3 million, and expects to add another million by the close of the century. Since the first subway line opened in 1950, traffic has increased steadily. City planners have therefore worked closely with transit system officials not only to expand the system to follow urban growth, but even to inflence the pattern of urban growth.

It's becoming an accepted procedure now to plan transit extensions and create new suburban residential and industrial zones at the time. This makes it possible to design outlying stations as natural focal points of new communities.

At Rägsved, for example, the transit line leads to a station in a circular shopping complex—and that forms the nucleus of a new town.

Downtown, when the first subway line was built, important plazas and tower blocks were erected at the same time. Integrated planning of offices, shops, pedestrian walkways and transit entrances insured a CBD complex that is both esthetically pleasing and highly efficient. ■

TRANSIT ROUNDUP

Ease-up ahead on federal spending?

LBJ's budget message aimed at raising federal spending to $230 million by fiscal 1969.

President Johnson's annual budget message to Congress held few surprises for the transit industry—it amounted to a request to keep the program going at the same level for now, but with more to come later on.

He told Congress: "Grant commitments totaling $140 million will be made in the urban mass transportation program in 1968. These commitments will assist in (1) constructing or acquiring equipment for 30 transit systems; (2) planning 15 complex mass transit systems; (3) demonstrating new approaches to urban transportation problems; (4) encouraging related research and managerial training activities."

Under terms of the 1966 Urban Mass Transportation Act, Congress authorized $150 million each in FY 1967 and FY 1968; the $140 million mentioned by LBJ applies to FY 1968.

A small part of that $140 million represents spillover of unused funds from previous years; that spillover will increase greatly the following year, and the President asked Congress for an advance appropriation of $230 million for FY 1969 to use it up.

The President also told Congress that, "In the urban planning assistance program, $50 million will be committed in 1968, providing grants to assist 835 states, metropolitan areas, and small cities in comprehensive planning for urban growth and development." One aspect of this is likely to be transit planning for cities "on the verge," but lacking funds to commission full feasibility studies.

HUD is known to be on the point of awarding its own feasibility study contracts to private consulting firms covering two main areas: "evolutionary" and "revolutionary" technology for urban transport. The studies are meant to parallel in the urban realm what the Department of Commerce studies are doing in the inter-city realm—check up on what's feasible now, and what's still around the corner.

New York

A month ago, Gov. Nelson Rockefeller of New York announced he would seek authority from the state legislature to create a state transportation department.

In a transportation message to the legislature last week, he spelled out more of what he had in mind. He asked for approval of a $2.5 billion bond issue to finance transport programs; of this sum, $1.25 billion would be for highway construction and $1 billion for mass transportation.

The latter sum would be devoted primarily to improvements in the New York metropolitan area:

—Extensions and improvements of the New York City Transit Authority and Staten Island Rapid Transit.

—Facilities to promote integration of transit and commuter services.

—Further improvements on the LIRR, going beyond the $200 million modernization program begun last year.

—Modernization of New Haven and New York Central commuter services.

Away from the New York City area, he proposed upgrading bus systems, and "possible establishment of rail rapid transit in the larger upstate communities."

In pressing for the bond issue, Gov. Rockefeller said that "Mass transportation is essential, for it is the most efficient and most economic way to rapidly move large numbers of people into and out of the core areas of large metropolitan regions. And it has been widely recognized that in many major instances, the fare box is unable to pay for urgently needed capital improvements."

The proposed state transportation department would be charged with overseeing transport planning for all modes within the state, and specific funding requests will soon be made to set up the new agency.

In the meantime, it's expected that the state's Metropolitan Commuter

RUSSIA'S LATEST: The fourth rapid transit system in the USSR opened in Tbilisi. Ornate architectural style emphasizes transit as "prestige" engineering.

Tbilisi

Oslo must now give up the claim to have the world's newest rapid transit system: Tbilisi, capital of the Georgian Republic in the USSR, has just come into the fold.

The new system consists initially of a six-mile line connecting the main downtown square with an outlying district. There are four underground and two surface stations, and as is the case on all Soviet systems, much attention has been paid to imposing architecture, sculpture and bas-relief decoration.

Some difficulties were encountered in the course of construction through solid rock. Heavy pumps had to be used to siphon off subsoil waters, including hot water from the well known mineral springs nearby. An escalator tunnel was used to draw off soil and to bring in concrete for lining of structures.

Rolling stock is arranged in three-car sets reportedly capable of high speeds, and truck design is said to dampen almost all vibration.

The signaling system includes centralized monitoring, interlockings and automatic stop devices. Tracks are laid with rubber pads on concrete.

The Russians' other three rapid transit systems are in Moscow, Leningrad and Kiev, the two latter postwar. All four are adding more lines.

A fifth system is in the final construction stage at Baku. A sixth is now getting underway in Kharkov.

Transportation Authority — now in charge of running the LIRR and planning a program to keep New Haven commuter operations going—will also be given over-all policy control of the New York City Transit Authority.

Air pollution

With President Johnson focussing national attention on the problem, there's much talk of allocating big sums for technological breakthroughs. But Sen. Robert F. Kennedy (D.—N.Y.) thinks there is plenty that can be done now.

At a recent air pollution conference in the New York metropolitan area, he said, "From a pollution standpoint, there is no more inefficient method of transportation than the automobile carrying a single passenger. New transport systems in the metropolitan area will be vastly expensive. But so is the present level of auto use in the City. At a minimum, we might require that every automobile entering the City, or Manhattan Island, pay a toll which reflects its contribution to the air pollution problem."

Washington, D.C.

The National Capital Transportation Agency is considering a second downtown subway, along Independence Ave. in southwest Washington. The idea came up in 1962 and lost out then; urban renewal and projected government agency moves to the area have prompted a second look, though.

Pittsburgh

The Second International Conference on Urban Transportation will be held on April 17-19.

Over-all theme will be "The Urban Push: Cities in Motion," general chairman will be Leland Hazard, chairman of the rapid transit committee of the Port Authority of Allegheny County; program chairman will be Frederick J. Close, chairman of the board of Aluminum Company of America.

Meanwhile, Patrick J. Cusick, Jr., former director of Pittsburgh's Regional Planning Association told the Golden Triangle Assn. that the city's big need regardless of expense is rapid transit. "It will insure your continued economic advancement," he said.

Baltimore

The Metropolitan Transit Authority recommended spending $225 million in the initial phase of construction of the proposed $292 million rapid transit system (RA, Jan. 24, 1966, p. 22).

LUTHER MILLER

AS THE EDITOR SEES IT...

ON A FUME-FILLED HIGHWAY . . .—George Dusenbury (author of that now-famous monograph, "How Bob Smart Invented the Train") writes from Miami, Fla.: "While driving the family down here for the annual vacation and visitation of retired friends and relatives—and taking well-timed gulps of air between fuming car and trucks—I switched on the radio, and here was all this about an electric car.

"Seems people in Detroit are getting really worried about the smog problem. They've been standing things on end to come up with a practical electric car. No engine, no smoke, quiet. Great! The only trouble is that batteries and motors are made of heavy stuff like lead and copper. The whole thing weighs a ton and takes up so much space there isn't room for anything but extra batteries in the trunk.

"I got to thinking.

. . . AN IDEA IS BORN—"Just then young John (7) reached down into the surprise bag his mother packs to take his mind off the long trip, and what do you think he pulled out first? Right. A toy electric auto. Only instead of all those heavy batteries being in the car, they were in a case you held like a flashlight—and the current traveled to the toy car through a couple of wires. Neat.

"Wham! (I just missed a truck as the idea hit me.) Why don't they find some way so **real** electric cars can travel without batteries? I tried to think of some way to hang batteries and wires on skyhooks, when . . . Wham! How about stretching wires along up over the road sort of like telephone wires and having a sort of fish pole arrangement on the car to maintain a scraping contact with the power wires—or put the wires in a groove in the road? Sounded great.

"But then I got to thinking that just putting an electric motor in a car wasn't going to solve the basic problem of too many cars trying to swarm into the city every day and. . .

"Wham! Instead of all those little six-passenger cars with one or two passengers in each of them that plug the highways and glut the parking lots, how about making some really **big** electric cars that would hold, say 60 or 80 people—and yet wouldn't take up much more room than a few of the little electric cars?

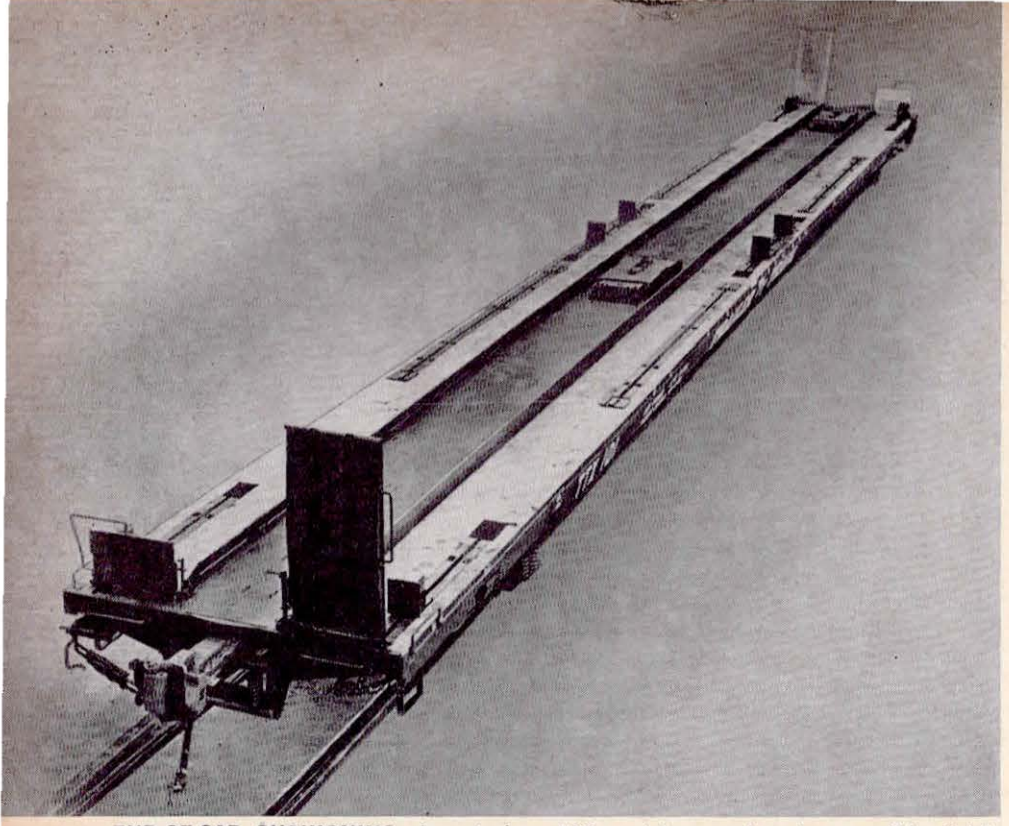
"BUT HAVEN'T YOU HEARD. . .?"—'Hey George,' my wife called from the back seat, 'How about using your turn indicator when you change lanes—and how come you're weaving all over the road like this?"

"I told her. 'Sweetie,' she says, 'that's a great idea of yours about an electric car, only you're about a century late. Haven't you heard about the Paris Metro, or the London Tube, or the Moscow Subway or the PATH Tubes, or the Illinois Central commuter trains?'

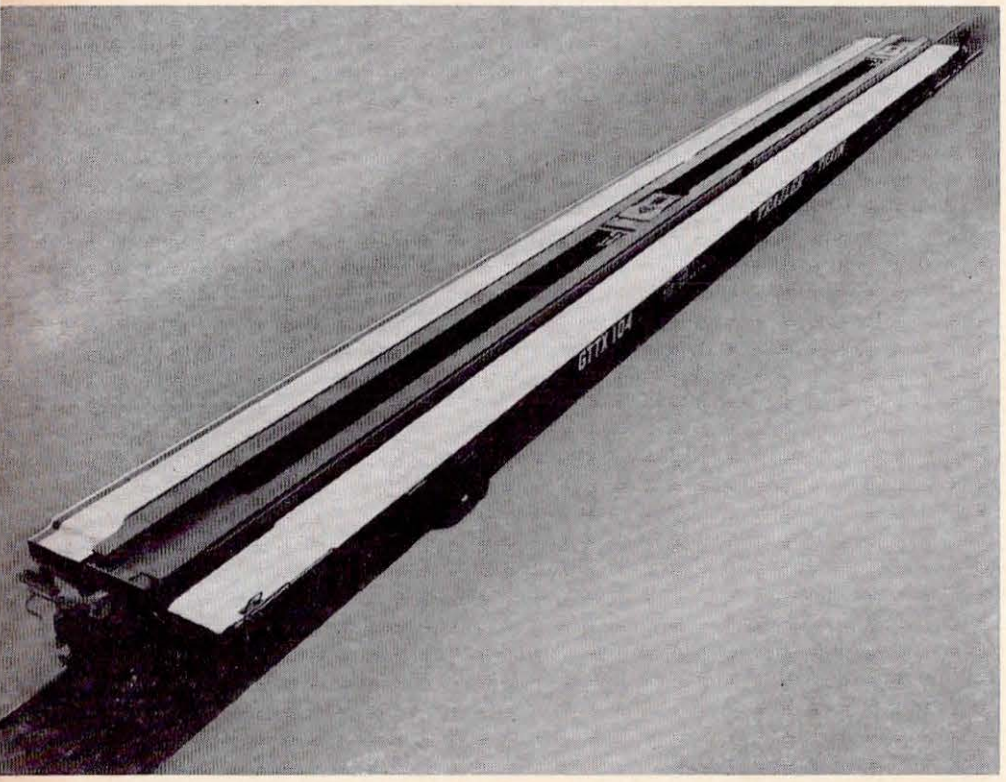
"How dumb can you be? I got to thinking about that a lot on my vacation. Here we've had the perfect solution to the problem of the electric car for years and haven't been smart enough to know it. I'm not the only dumb one in the country.

"Where we're really dumb is this—we think we can have a universal capillary system whereby everybody drives his own little car everywhere he wants including right into the heart of the city. And it's as plain as a circulation chart on the wall of the science room—the capillaries can't go right into the heart and have any heart left. They'd bulge everything out of shape, or choke down the flow to nearly nothing. What the little capillary roads have got to do is feed into railroad arteries with high-speed, high-volume capacity.

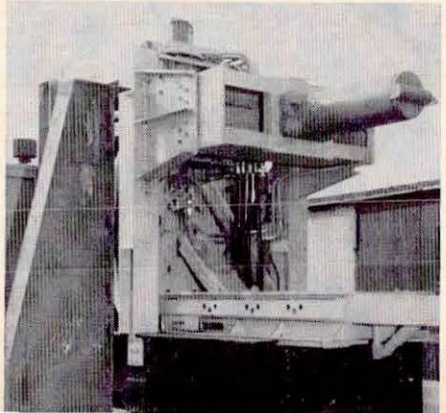
"And when we're smart enough to give our arteries a break—to pour something like the money into railroads and transit that we've been pouring into ever-more-clogged express(ha!)ways—we'll find that we've had that big, beautiful, fumeless, efficient electric car that's needed all along."



END-OF-CAR CUSHIONING characterizes ACF prototype and makes possible rigidly mounted trailer hitches. Three other builders have used standard draft gears.



CUSHIONED RUB RAILS on GATC entry permit 14-inch displacement of containers which are carried on bolsters. Trailer hitch, which has separate cushioning, was subjected to simulated 10-year service in laboratory (right).



Quest for all-service piggyback flat car

Trailer Train seeks TOFC/COFC car for a yet-to-be-born need.

If containerization continues to be piggyback's Cinderella it will not be the fault of an all-purpose flat car being developed by Trailer Train. There is every indication that the next generation of TTX piggyback haulers is to handle containers or trailers with equal facility. And the equipment is destined to have features which will insure it never turns into Cinderella-style pumpkins.

● **TOFC or COFC?** Whether the piggyback's future is TOFC trailer-on-flat-car) or COFC (container-on-flat-car) or, as today, a mixture of both, TTX is aiming to have the equipment to do the job. The objective of current activities, says TTX President J. P. Newell, is to develop a standardized, all-purpose flat car before the forthcoming heavy demand for such equipment actually arrives.

The first such all-purpose prototype is already in service on the Southern Pacific. It is an experimental unit designed and built by American Car & Foundry to meet the specific objectives set forth by TTX. A second all-purpose car, designed and built by General American, is about to enter service on the Southern. Two other prototype piggybackers, built by Bethlehem and Pullman-Standard, will be in service within two months.

● **Nucleus of growth.** One, or more, of these cars could prove to be the sought-after, versatile carrier of both trailers and containers. There could then be the nucleus of another pool of equipment with which railroads can anticipate new traffic growth. Standardized features of the present TTX TOFC cars have done much to encourage the steady climb in piggyback loadings.

Rail handling of containers presently runs the gamut from the almost complete commitment of New York Central to its Flexi-Van, and of the Southern to its big fleet of boxes and gantry cranes (RA, Dec. 12, 1966, p. 21), to

DUAL CAPABILITY of Southern conversions is demonstrated by handling container and trailer on same car.

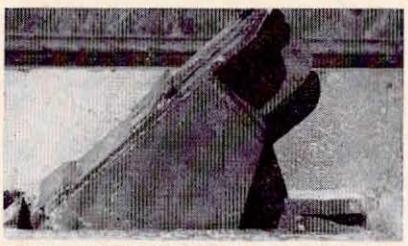
Southern's answer to TOFC/COFC versatility problem

All-purpose TOFC/COFC flat cars are a reality on the Southern. A prototype model of the dual-purpose car now being service tested has been in use by the Southern since late 1965. Modifications to the 89-ft TTX cars to handle either or both cargo containers and highway trailers were designed and installed by the road's engineering and research department.

● **Container handling solved.** "Versatility and utilization are key assets of the dual purpose car," says the Southern. A fold-away metal pedestal provides for rapid conversion from piggyback to container to piggyback handling. In upright position, four pedestals support the container, one at each corner with five inches clearance beneath the container for the crane feet to pick it up by the bottom rail. When folded down, the pedestals lie flush with the deck so as not to interfere with movement of the wheels of the highway trailer. A pedestal can be raised or lowered in seconds without using tools.

The need for a flat car that could handle both trailers and containers is currently met by using additional frame units on the car. These frame units position the container high enough off the deck of the car so that the crane feet can pick it up. The main disadvantage to the frame units was that the highway trailers also had to be unloaded by crane. Highway trailers could be neither rolled off the car over the cradles "circus style" nor end loaded.

● **Container advantages.** The Southern has been convinced almost since the inception of piggyback service on its lines that the future of piggyback lies in containerization, rather than hauling of highway trailers. To back up its belief that railroads are the best method for getting containers from customers to dockside and back, the road now has 63 facilities for loading and unloading containers and trailers. Over 60% of these facilities are expressly designed for unloading containers.



FAST CONVERSION is permitted by car's fold-away metal pedestals.

"Containers require a lower capital investment, are easier and faster to handle over the road and in terminals, protect their contents better, and offer a more attractive service to shippers," says Southern's vice president-sales, W. V. Burke. "Also, containers are a truly intermodal freight package."

Emphasizing Burke's remarks have been the actions of major United States and overseas shipping facilities owners and operators. One leading firm estimates that by the early 1970's, because of a major expansion program under way on construction of port facilities to handle containers and ships to transport them, at least half of all trans-Atlantic cargo will be carried in containers. The U.S. Department of Commerce estimates that by 1975 there will be 400,000 van-size containers in use, contrasted with the 1966 total of 10,000 and only 2,000 in 1959.

Both dual-purpose cars now in use are equipped with hydraulic end-of-car cushioning devices—Hydra-Buff in one, FreightMaster in the other. The latest car, which has eight pedestals, is set up to carry two 40-ft containers, or two highway trailers or one of each. The number of pedestals on a car can easily be changed by installing additional units to permit handling smaller containers. Four 20-ton containers will require 16 fold-away pedestals.

● **Cars easy to convert.** To prepare a dual-purpose flat car for container loading, the pedestals are raised by hand and locked upright with spring-loaded locking bars which snap in place. When the container is lowered in place on the pedestals, a gravity locking pin in each pedestal is fastened into the container corner casting and the container is secured for travel. To convert the car, or part of it for handling highway trailers, the container is removed. The pedestals are folded down into the car deck by squeezing "two fingers" on the spring-loaded locking bar, releasing them from upright position. The trailer hitches are then raised by electric power tools and the trailer loaded by either crane or ramp method.

● **Future cars may cost less.** According to Southern officers, "Although greater car utilization was the primary consideration behind development of the dual-purpose car, the savings made possible by the modifications will ultimately result in lower costs to the road's shippers. The present cost of pedestals and their installation is comparable to the cost of using container cradles. As newer-type cars enter volume production, these costs are expected to decrease considerably. The pedestal-equipped cars weigh less and extensive maintenance costs associated with current container cradle devices are eliminated."

Major problem is circus-style trailer handling

those lines which once moved freight this way and have since virtually abandoned the method. From its present level, however, there seems to be general agreement that containerization can go only one way—up. The most immediate growth prospect seems to be intermodal movements of export-import traffic.

● **Finding the way.** Even without COFC, Trailer Train officers see piggyback's carloadings heading up at an annual rate of over 10% in the next few years. In 1966, according to AAR reports, there were 1,162,731 carloads of TOFC and COFC traffic—up 12.4% from 1965. This represented almost 4% of total revenue carloadings. COFC, says TTX, can only help, not hurt, this growth trend.

Southern has already done considerable developmental work on just what it will take for a flat car to handle trailers or containers interchangeably (see p. 25). TTX, faced with the prospect of expanding its car fleet to match future piggyback volume, is apparently prepared to pay a premium to give new units similar dual-service capabilities.

All four of the new prototype cars for TTX conform to the following general requirements laid down by the firm's specifications: 89-foot length; 70-ton trucks; no outside rub rails; effective cushioning; and ability to handle 40-foot trailers and containers with the possibility for moving units of other lengths.

● **Design problem.** If the gantry crane were to become universal for loading and unloading trailers as well as containers, the all-purpose piggyback car would present no particular design problem. The major problem which has confronted designers has been development of suitable methods for supporting containers at their corners while simultaneously providing smooth runways for circus-style loading and unloading of trailers.

All four carbuilders, along with the Southern, have achieved the smooth runways necessary for trailer handling. Initial load on the ACF prototype was two trailers which were put aboard at St. Louis. The car then moved west on the Cotton Belt and Southern Pacific. Late this month, after extensive appraisal on SP, the car will be transferred to other roads for additional testing. A similar course is to be followed with the GATX prototype after it completes its first month on the Southern.

● **ACF version.** The ACF car, basically the builder's standard-deck-height piggyback model (41½ inches above the rail), is fitted with Freight-Saver end-of-car hydraulic cushioning units. This is a relatively recent version of the original sliding-sill hydraulic cushioning system which ACF introduced several years ago.

Two cushioned ACF trailer hitches are installed on the deck. These units are a new low-silhouette model which is only 5½ inches above the deck when fully retracted. The hitch is tractor operated. Container pedestals, 16 per car, are self-storing in the deck when not in use. The pedestals are adjustable in slots in the car deck so that they can accommodate two 40-foot, two 35-foot, three 24-foot, or four 20-foot containers. Because of the carbody cushioning, the container pedestals, like the hitches, have no separate resilient mounting. Prior to its delivery the completed car was extensively tested at the ACF Technical Center in St. Charles, Mo.

● **Minimum obstructions.** Because of the increasing TOFC movement of high-cube trailers with low underbody clearance, TTX is seeking a maximum deck-height-obstruction of 6 in. Elimination of outside rub rails reflects the growing belief that future trailers will be wider. The low-profile, inside rub rails which result from these requirements are utilized on all four of the carbuilders' entries.

New hand-brake setup

On the ACF car, the rub rails are angles bolted to the car deck. The car has a new hand-brake installation arranged so it will be below the rub-rail lever where it cannot interfere with container loading. Coupler carriers are a special hinged design to function with the long-travel, end-of-car cushioning units.

● **GATC entry.** The second all-purpose car, designed and built by General American, has completed factory tests and is to be operating on the Southern shortly. It is the new low-profile G-89-R model with cushioned tractor-operated hitches and bolster-type container supports.

The car has many features of the basic G-89 piggyback flat car. Cushioned rub rails serve the dual purpose of guiding trailers during circus-style loading and providing impact protection for containers. The rub rails and retracted trailer hitches extend only 5½ in. above the standard-height deck.

Rub-rail design of the G-89-R has been altered to improve the riding of containers. Container bolsters plug into the rub rail at 1-foot intervals so that virtually any length of container may be handled. When not in use, bolsters are stored between the center sills. Rub rails give 14 inches of bolster travel in either direction to cushion impacts.

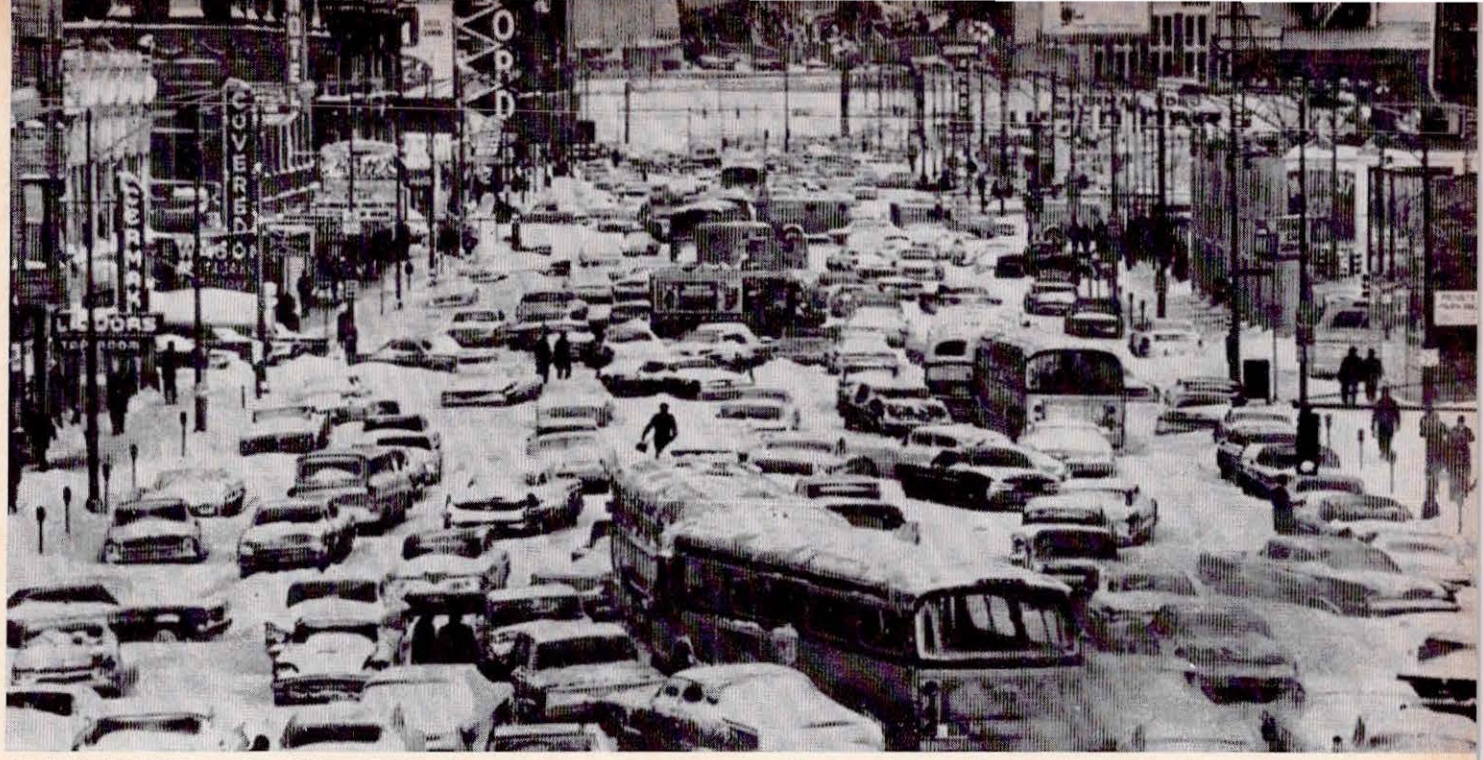
● **Hitch cushioning.** The low-profile, tractor-operated hitches are also rubber cushioned; they have 8 inches of travel in each direction. The new design has a larger top plate and 25 fewer parts than its predecessor, which was also tractor actuated. A hydraulic retarder prevents the device from dropping freely to its retracted position on the deck during unloading. At the GATC laboratory the hitch was tested in a simulator which put it through 2,100 operating cycles, claimed to approximate 10 years of actual service.

The car is fitted with standard 24-5/8-in. draft gears. The hand brake is on a fold-down stanchion so it will clear the car deck for container loading.

● **Two more designs.** The other two prototype TOFC/COFC cars are those of Bethlehem Steel and Pullman-Standard. Both will have been factory tested and in service next month. The P-S car will be equipped with standard draft gears, tractor-operated hitches, and cushioned container supports. In the course of development, the container pedestals have undergone extensive design changes. Final arrangement will be fold-down, fixed-location units supported by multi-stacked rubber pads.

The original concept for Bethlehem's car also called for cushioned container pedestals. When this arrangement did not receive the builder's full approval during initial tests, a new design was produced. Continuous rails sunk into the car deck support the adjustable pedestals. The rails are cushioned by rubber-in-shear pads mounted below the deck. The car has conventional draft gears.

● **The final choice.** The four cars mark the first piggyback units specifically designed and constructed as all-purpose models for interchangeable and mixed loading of trailers and containers. After thorough trial under all service conditions, Trailer Train will make its decision as to which of the four best meets the need of piggyback operators and customers. It is possible that the choice will be for more than one design, should there appear to be any significant need for variation. ■



IN THE DRIVER'S SEAT—FOR HOURS: The snowstorm played havoc with auto, bus traffic, creating colossal snarls.

CHICAGO

When only the trains ran

When the big storm hit Chicago ten days ago, people who wanted to move had a choice: they could move on rails —or on foot.

The snow—a small-flake, dry variety —began falling on the sleeping city at about 5:30 a.m. on Thursday, Jan. 26. More than 30 hours later, the storm let up. By official measurement, the snow was then 23 inches deep, but some parts of the city had more—and high winds piled up drifts 10 and 15 feet deep. By one estimate, 24,000,000 tons of snow had fallen on Chicago.

A few hours after the snowfall began, streets and expressways were treacherous. By shortly after noon on the first day of the storm, rubber-tired vehicles were just about helpless. Then, the afternoon rush-hour crush came along. The resulting mess wasn't completely cleared away five days later. The estimates varied—but the consensus was that 15,000 or more cars and trucks and upwards of 600 buses were stuck.

VISIBILITY ZERO: The world's busiest airport—O'Hare Field—wasn't so busy after the blizzard struck. Service came to a halt, and stayed that way for three days.

● **When it's ceiling zero.** Air travelers fared no better. Chicago's O'Hare Field, world's busiest airport, shut down operations at mid-morning on the day the sky began falling—and it remained closed until late on Sunday, Jan. 29. The no-service period was the longest in the airport's history. It was also the third shutdown of the week, coming after shorter closings caused by high winds and fog.

But while bus wheels spun futilely and jetliner wheels turned not at all, the steel wheels continued to roll over the steel rails. Commuter railroads and Chicago Transit Authority's rapid transit routes had problems, severe ones. But they moved people, and they kept on moving them throughout the five-day period in which all other public transportation and all private transportation remained snarled.

● **There were rail tie-ups.** Chicago South Shore & South Bend suspended service for a while. Illinois Central had trouble on two branch lines—trouble caused mostly by motorists whose cars stalled on crossings. Rock Island had similar problems on its suburban line.

For the most part, however, service was maintained. Roads serving the western and northern suburbs—Burlington, Chicago & North Western and Milwaukee—reported even fewer difficulties than were experienced by roads running south and southwest from the city-center.

● **A transit lifeline.** CTA's rapid-transit routes, meantime, were a godsend to in-city commuters. A couple of lines were knocked out temporarily, including the Skokie swift and the east-

WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

JOINT-RATE PLEA TOPS WITH TUCKER—Commissioner William H. Tucker, the ICC's 1967 chairman, will be satisfied if his year in that rotating chairmanship brings the Commission power to require the establishment of through route and joint rates between truckers, and also between truckers and railroads, express companies and water carriers. The Commission's 1967 legislative recommendations call again for this power (RA, Jan. 30, p. 11), which has been sought unsuccessfully many times in the past.

The Commission already has authority to require the establishment of joint rates and routes between railroads and water carriers, and, intramodally, between railroads. While the railroads would be unconcerned about intramodal arrangements between motor carriers, they will continue their opposition to giving the Commission any more intermodal power. They still think the right approach to intermodal coordination is freedom for all modes to operate other modes.

SMALL-SHIPMENTS PROBLEM "MOST CRITICAL"—Tucker's selection of the proposed through-routes power as a first-choice monument to his chairmanship came at his initial press conference in that role. He was asked what would be his personal favorite if there were only one thing he could accomplish this year. "Through routes and joint rates," he replied, explaining that he thinks implementation of that Commission recommendation would do much to help resolve the small-shipments situation—"the most critical problem in transportation."

This tie-in is related principally to the Commission's present inability to keep truckers in the small-shipments business. That was pointed up in Commission arguments supporting its proposal. It told Congress that "some motor carriers who try to provide small-shipments service are precluded from doing so by the refusal of other carriers to participate in the movement."

RAIL PASSENGER SERVICE, MERGERS—Close second to the joint-routes proposal on Tucker's priority list is railroad passenger service. He still thinks the Commission needs more time than the four months now allowed to decide train-off cases. Tucker's general position as to passenger service is that some of it is always going to be necessary. He explained that he has in mind principally the services contemplated by the Department of Commerce's studies, i.e., "the idea of moving people in highly congested areas faster than they can move by air by the time they get from their homes to the airport."

Another Tucker hope is for more expedited handling of railroad merger cases. He is not anticipating any "big substantial change," but he thinks the Commission has improved its merger procedures and will continue to do so. He is now exploring pre-trial techniques with the idea of adopting more of them.

CONCERNED ABOUT CAR SUPPLY—To a question asking how serious he considers the freight car shortage, Tucker replied that the situation looks "pretty good right now." The Commission is concerned, nevertheless, about the weeks immediately ahead, the chairman continued, hastening to add, however, that he is not anticipating a crisis.

Activities of individual commissioners to alleviate shortages on regional bases will be stepped up this year, Tucker also said. He noted that this approach brought good results last year, when Commissioner Rupert L. Murphy's activities in the Southeast were "of great importance to the Commission." Murphy, a commissioner for the past 11 years, was formerly an industrial traffic manager in Atlanta.

west Eisenhower Expressway route. But service was restored, and CTA routes were in excellent shape by weekend.

Road by road, the storm report read like this:

—Chicago & North Western was back to normal Monday, Jan. 30. But then, as one C&NW spokesman put it, "We never got very far from normal during the storm." Commuter trains were mobbed on the day the storm began, and again on Monday—so mobbed, in fact, that North Western, which keeps the most detailed statistics on commuter service, has no real idea yet as to how many people it hauled, over and above the usual 80,000 per day.

—Illinois Central's main line stayed in reasonably good shape, though there were problems on the Blue Island and South Chicago branches. Motor vehicles stalled on the right-of-way forced suspension of service on the Blue Island line. But IC did manage to keep one track open on the second branch. Snow-packed switches caused temporary service interruption, particularly at the Kensington interlocking, where CSS&SB and IC join.

● **The all-night club.** IC, as it happened, produced probably the only all-night-commuters-club from the storm—with passengers spending Thursday night on board, after their trains were hung up near Kensington.

—Burlington stayed close to schedules, despite passenger overloads and despite its operation of skip-stop trains on an all-stops basis.

—Rock Island had severe problems on its two-track suburban line, with deep drifts and with stalled autos blocking crossings. But the route was cleared Saturday, and operations Monday morning were near normal.

● **RI rescue.** Meantime, RI also got good notices for its efforts to run a relief-and-rescue train through to a point on Chicago's far South Side, where about 1,200 motorists and bus passengers were stranded in a city fire station. With three 3,000-hp plow-equipped diesels leading the way, the train got through.

—Milwaukee, with its commuter volume up about 50%, had perhaps the worst problems with wheel-spinning motor vehicles. Both its suburban lines were blocked temporarily by stalled cars, and the topper came when a semi-trailer overturned on a crossing between Chicago Union Station and Milwaukee's coach yards.

● **Main lines kept open.** On virtually all lines serving Chicago, long-haul trains experienced delays—but they were operating. North Western even ran a special non-stop train from the city to Dekalb, Ill. to get some Northern Illinois University students back to classes on time. ■

ICC may start a tax-accounting case

The objective would be to require conciliation of book-basis figures with reports that are filed for income-tax purposes.

The ICC may institute a rule-making proceeding to determine whether annual reports of railroads and other carriers regulated by the Commission should include reconciliation "between the book-basis net income and estimated taxable net income as well as related income tax consequences." This announcement, in the Commission's annual report, indicates that the regulatory body may be about ready to take up that controversial matter in formal fashion. Informal discussions between members of the Commission's staff and railroad representatives have pointed up the general railroad-industry opposition to any such addition to Commission reporting requirements.

The annual report, the Commission's 80th, went to Congress last week. Generally, it reviews Commission activities and performances of carriers it regulates during the fiscal year ended last June 30. Even though its safety functions will be transferred soon to the new Cabinet-level Department of Transportation, the Commission took a few final shots at the railroads' record in that area.

● **Income-tax accounting.** The Commission devotes only one paragraph to the controversial income-tax-accounting matter. In it is the foregoing announcement and a general explanation which says the Commission's objective would be "to obtain more meaningful information with respect to adjustment of income because of accelerated depreciation, guideline lives, investment tax credits, loss carryovers, and other items allowed for tax purposes [but] not recorded in accounts maintained under this Commission's rules."

Under Commission rules, railroads are required—as to depreciation, for example—to apply such charges on the so-called straight-line basis, spreading them over the estimated actual life of property involved. Accounting for income-tax purposes, on the other hand, has permitted use of accelerated depreciation, the application of the Internal Revenue Service's guidelines which allow more liberal charge-offs than Commission rules, and use of the investment credit which, until suspended, provided for cutting tax liability by 7% of the cost of new facilities.

● **The difference.** These arrangements at IRS, except the investment credit, had the effect in 1965 of making railroad income taxes about $152 million less than they would have been if levied on net income reported to the ICC. The investment credit cut 1965 income taxes another $51 million, but that, being tax forgiveness, did not involve any difference between ICC and IRS figures for taxable income. The accelerated-amortization and guideline-depreciation arrangements, however, are not tax forgiveness. They could result in higher future income taxes. That's because the end of an amortization or guideline period also ends write-offs for income-tax purposes against the facilities involved—even though such facilities remain in service.

Implementation of the Commission's idea would require railroads to submit and publish "a lot of additional figures," as one railroader puts it. He also says that reports to the Commission already include information which is notice of the fact that such reports may be somewhat different from reports to IRS for income-tax purposes. It is also pointed out that reported net income for income-tax purposes is often adjusted by IRS—and that sometimes calls for substantial reworking of the income-tax accounts.

● **Railroad safety.** The Commission's final shots at the railroads' safety record reported that the "alarming upward trend in the number of train accidents continued unabated" during the period under review. The increase from 1961 through 1965 was put at 43.8%, while the increase in 1965, over 1964, was 12.2%. "A major factor in this increase was the 13.9% rise in the number of derailments, caused mainly by faulty equipment and defective track," the report continues, adding: "The only solace in this poor record is that the total number of casualties resulting from train and train-service accidents declined slightly."

Continuation of the upward trend in safety-law violations, under way for several years, is also noted. Here the Commission gives the railroads a scolding as follows: "The high level of the nation's economy has generated a great demand for equipment. As a result, utilization of equipment has increased. At the same time, maintenance and repair facilities and the number of mechanical personnel employed by carriers have continued to diminish. The responsibility for compliance with railroad safety laws rests squarely on the carriers. . . . In view of the continued pattern of increased violations, we have intensified our efforts to insure that carriers fulfill their responsibilities under the railroad safety laws."

As to locomotive inspection, the Commission says its intensified activities "have arrested the continual increase in recent years in the number of locomotive defects and the accompanying increase in accidents resulting from the operation of defective locomotive units." The number of locomotives inspected in fiscal 1966 increased 26% above inspections in fiscal 1965.

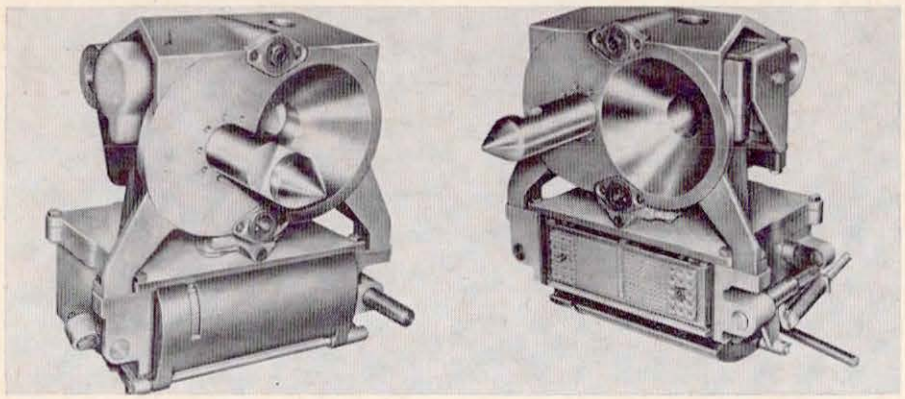
● **Mail-off can mean train-off.** The Commission's discussion of passenger-train discontinuances notes how loss of head-end business frequently tip the balance in favor of authorizing the ending of a run. "More often than before," the report says, "we have felt obliged this year to permit discontinuance of trains because removal of mail and express traffic has rendered a borderline operation no longer profitable. Thus, the tendency of the Post Office Department to change to highway transportation is reducing the availability of passenger trains to the public."

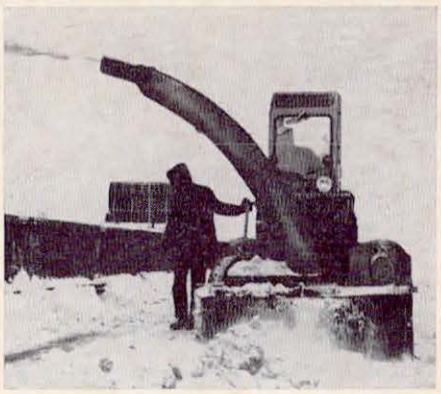
In another part of the report, the Commission has figures indicating how railroads are losing express business, too. Those figures show that railroads in 1965 got only about 67% of all express-privilege payments made that year by REA Express. That compared with 77% in 1961. Meanwhile, the air carriers' share was up to 29%, from 21%, and the trucker's share doubled—4% compared with 2%.

Commission decisions of the period under review authorized discontinuance of 91 interstate trains and 39 intrastate trains. Of the passenger situation generally, the report says the "most optimistic aspect" may be "the growing concern manifested in the problem at all levels of government and their increasing willingness to cooperate with the railroads in maintaining essential levels of passenger service."

● **Freight-car supply.** Noting that fiscal 1966 "was marked by the severest and most prolonged freight car shortages in the nation's history," the Commission devotes four pages to the car-supply situation. It tells what it has been doing and advocating to alleviate the situation. ■

NEW **PRODUCTS** REPORT



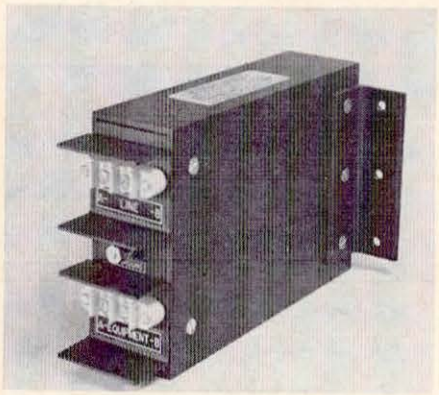


Automatic Coupler (RA-1)

The Model N-2 automatic car coupler, based on a notched coupling shaft, is 70% lighter than previous standard automatic couplers. Transit version weighs 200 lb; main-line version, 350 lb. Previous automatic transit-car couplers have 200 or more parts; new model, only 75. No power-operated electrical portion is needed as previously. Mechanical, electrical and pneumatic connections are completed by bringing cars together at coupling speed without need of operating buttons or valves. Notched coupling shaft enters an aligning funnel even with 4-in. misalignment in any direction. Alignment is within 0.012 in. when coupler faces are still 5 in. apart. Electrical portion doors open automatically in opposing couplers by depressing extended door pins. A small pin and aligning funnel assure mating of electric contact portions when coupler faces are 11/16 in. apart. Spring-loaded latches snap into coupling shafts for positive mechanical coupling. Pneumatic tappet valves also open automatically. *Westinghouse Air Brake Div., Wabco.*

Snow Plow (RA-2)

For on- and off-track snow removal, the Sno-Flyr has an 8-ft cutting width and a 30-in. cutting height. Mounted on a multi-purpose tractor, it casts snow up to 50 ft and throws or loads up to 10 tons per min, using a combination split-spiral auger-rotor to handle wet, packed or dry snow. Cab controls hydraulically rotate casting direction through 360 deg. Tractor can also be furnished as a car mover with snowplow attachment. *Railway Maintenance Corp.*



Arrester (RA-3)

The 1600 series (balanced pair) and 1650 series (coaxial, single-ended) arresters are designed to protect communications and control equipment from transients and power surges. These units combine fast response, low-clamping level and the ability to bypass large amounts of transient energy repeatedly and consistently.

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PEOPLE IN THE NEWS

AMERICAN TRANSIT ASSN.—Joseph D. Kerrigan appointed director of information, Washington, D.C. Mr. Kerrigan went to ATA from Philadelphia where he was assistant director of public information, General Building Contractors Assn.; assistant managing editor of Commercial Car Journal, and direct mail promotion supervisor for Holiday magazine.

CANADIAN PACIFIC.—The title of **W. E. Postlewaite** has been changed from supervisor, special freight car utilization, Prairie Region, Winnipeg, Man., to regional coordinator of car service.

J. Chaput appointed general agent, Place Viger, Montreal Terminals Division, succeeding **A. E. Leach,** retired.

CHESAPEAKE & OHIO.—Herbert W. Blank, regional sales manager, Chicago, appointed general sales manager, Cleveland.

Randolph B. Johnston appointed regional rate manager, and **James M. Audas,** assistant to regional rate manager, Detroit, Mich.

M. W. Karsten, assistant superintendent, C&O, Saginaw, Mich., appointed assistant to general manager, **Baltimore & Ohio**—C&O, Detroit, succeeding **J. N. Ikner,** named terminal superintendent there (RA, Oct. 24, 1966, p. 35). **A. H. Weber,** trainmaster, C&O, Grand Rapids, promoted to assistant superintendent, Saginaw, succeeding Mr. Karsten. **S. N. Hockin,** road foreman of engines—assistant trainmaster, Grand Rapids, promoted to trainmaster there, succeeding **M. R. Guinn,** named terminal trainmaster there. Mr. Guinn succeeds **J. F. Block,** who replaces Mr. Weber.

K. C. MacKenzie, trainmaster, St. Thomas, Ont., promoted to superintendent there, succeeding **F. W. Carruthers,** retired. **S. D. Austin,** assistant trainmaster, Sarnia, Ont., promoted to trainmaster there, succeeding **J. J. Cassidy,** transferred to St. Thomas, replacing Mr. MacKenzie. **J. M. Ward,** assistant trainmaster, Detroit, promoted to trainmaster there, succeeding **C. J. Whitmore,** who succeeds Mr. Hockin at Grand Rapids.

G. B. Golden, Jr., appointed assistant superintendent transportation, Newport News, Va., succeeding **V. T. Shrieves,** retired.

J. A. Niehaus, assistant trainmaster, Man, W. Va., promoted to trainmaster, Thurmond, W. Va., succeeding **J. M. Emmett, Jr.,** named assistant superintendent, Ashland, Ky. (RA, Oct. 24, 1966, p. 35).

Forrest Jackson, manager industrial development, Huntington, W. Va., appointed director of industrial development there, succeeding **Wayne C. Fletcher,** retired. **Anthony J. Grewe,** industrial representative, Detroit, succeeds Mr. Jackson as manager industrial development, Huntington.

DENVER & RIO GRANDE WESTERN.—Frank E. Long appointed passenger traffic manager, Denver, Colo., succeeding **Harold F. Eno,** who retired Jan. 1, after more than 45 years of service. **Clipper E. Mills** appointed traffic manager, Oakland, Calif., succeeding **Moss E. Chase,** general agent, who retired Jan. 1, after more than 39 years in the railroad industry. **Joseph T. Quinn,** general agent, Philadelphia, appointed manager—national accounts New York, and is succeeded by **James B. Lynch. John A. Morris** appointed office manager, Portland, Ore., succeeding **Frank J. Devaney,** named district freight and passenger agent, Detroit, Mich., replacing Mr. Lynch.

LOS ANGELES UNION PASSENGER TERMINAL.—Loyd W. Garrison, assistant superintendent, Tucson Division, **Southern Pacific,** named superintendent, Los Angeles Union Passenger Terminal, succeeding **Richard D. Workman,** retired.

SANTA FE.—R. W. Harper, special assistant-staff studies, appointed executive assistant-finance, succeeding **John C. Davis,** named vice president-executive department (RA, Dec. 12, 1966, p. 47).

SUPPLY TRADE

John A. Liddell has been appointed to the newly created position of general sales manager, railroad services and equipment, **National Cylinder Gas division of Chemetron Corp.,** Chicago. Prior to joining NCG, Mr. Liddell served in various executive sales positions with railroad equipment companies.

Philip A. Laret, manager, Southwestern Region, **Evans Products Co.,** St. Louis, Mo., has been appointed western sales manager, Railway Car and Railway Equipment operations, Transportation Equipment Group, with headquarters at Oakland, Calif. Mr. Laret replaces **Edward S. Evans III,** recently appointed manager, Hydra-Cushion sales and service at Plymouth, Mich. (RA Oct. 3, 1966, p. 45).

W. Patrick Moriarty, sales engineer, transportation sales, LFM-Atchison Division, **Rockwell Manufacturing Co.,** Atchison, Kan., has been promoted to manager, railroad sales.

Carl W. Monk has been appointed vice president of manufacturing, **St. Louis Car Division, General Steel Industries,** St. Louis, Mo., with responsibility for production of all rapid transit, railroad and defense products. Mr. Monk was formerly vice president, Evans Products Co., Plymouth, Mich., and prior to that for nine years headed the car building operations of Bethlehem Steel Corp., Johnstown, Pa.

Howard Lang has been named plant engineer, **Magor Car Corp.,** Clifton, N.J. **Elmer Danbrowney** has been appointed assistant manager of purchasing and traffic. **W. K. Bower** replaces Mr. Danbrowney as chief estimator.

Thomas A. Eddy, assistant chief engineer, bearing products, Railroad Products Division, **Abex Corp.,** has been promoted to chief engineer of bearing products, succeeding **John A. Zupez,** retired after 41 years with the company.

Thermex Metallurgical, Inc., Lakehurst, N.J., has appointed **Pacific Railway Sales,** 690 Cedar Street, Berkeley, Calif., representative for the Thermit self-preheat, in-track rail welding process.

Thermex has expanded its Lakehurst development department and chemistry laboratory and added 8,000 sq. ft. of warehousing area.

Stanley C. Powell, sales representative, **Griffin Wheel Co.,** at Bessemer, Ala., has been appointed a district sales manager there. He will direct sales and service efforts with railroads in the southeastern United States.

Jon E. Hultman has been named assistant to executive vice president, **W. H. Miner, Inc.,** Chicago. **R. C. Peterson** has been appointed assistant manager, production services department.

H. R. Carlson has been named transit products manager, **Ohio Brass Co.,** Mansfield, Ohio.

OBITUARY

Lyman J. Bishop, 56, general attorney, **Terminal Railroad Assn. of St. Louis,** died Jan. 16.

George R. Knight, superintendent rules and safety, **Cotton Belt,** died Jan. 17 at his home in Pine Bluff, Ark. Mr. Knight was elected general chairman, National Safety Council's Railroad Section at the National Safety Congress last October.

Howard C. Reid, 57, vice president and comptroller, **Canadian Pacific,** Montreal, died Jan. 26 in Montreal General Hospital, after suffering arterial thrombosis.

Howard Seip, 74, who retired in 1957 as eastern district manager, **Adams & Westlake Co.,** Newark, N.J., died Dec. 27.

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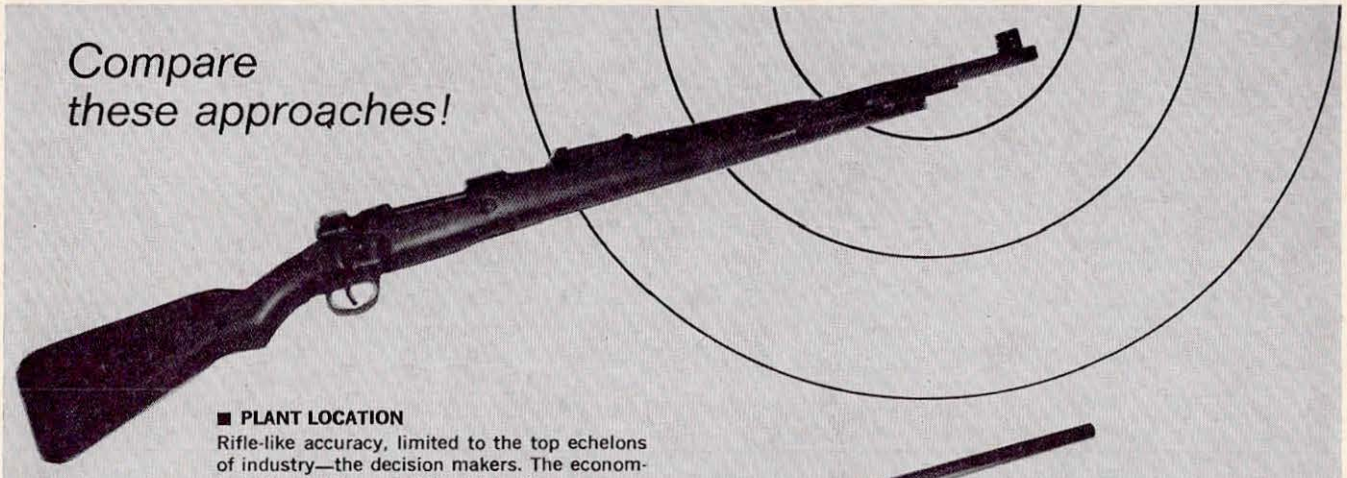

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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Jan. 28 totaled 526,637 cars, the Association of American Railroads announced on Feb. 2. This was a decrease of 1,267 cars, or 0.3%, compared with the previous week; an increase of 13,134 cars, or 2.6%, compared with the corresponding week last year; and a decrease of 1,189 cars, or 0.2%, compared with the equivalent 1965 week. Ton-miles generated by carloadings in the week ended Jan. 28 are estimated at 13.9 billion, an increase of 5.6% above the corresponding week of 1966, and 10.5% above the 1965 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Jan. 28

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas ..	207,831	206,699	219,237
Southern	121,951	102,714	109,000
Total Eastern and Southern Districts	329,782	309,413	328,237
Northwestern .	57,361	58,532	59,407
Central Western	101,223	109,138	105,747
Southwestern .	38,271	36,420	34,435
Total Western Districts	196,855	204,090	199,589
Total All Roads	526,637	513,503	527,826
Commodities:			
Grain and Grain products	49,294	56,966	44,030
Livestock	1,322	1,537	1,928
Coal	114,355	105,822	103,579
Coke	7,264	7,603	9,076
Forest Products	40,619	35,437	38,667
Ore	17,628	16,309	16,571
Merchandise l.c.l.	5,054	6,502	9,896
Miscellaneous .	291,101	283,507	304,079
Jan. 28	526,637	513,503	527,826
Jan. 21	528,264	536,387	522,746
Jan. 14	542,193	544,556	532,367
Jan. 7	451,457	508,282	531,058
Cumulative total, 4 weeks	2,048,551	2,102,728	2,113,997
Estimated revenue ton-miles (billions) 4 weeks	53.5	53.4	50.1

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Jan. 21 totaled 22,046 cars, carrying 35,386 trailers, compared with 19,862 cars, carrying 32,826 trailers, in the corresponding 1966 week. Loadings for 1967 up to Jan. 21 totaled 62,340 cars, carrying 99,349 trailers compared with 57,157 cars, carrying 93,381 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the seven-day period ended Jan. 14 totaled 74,015 cars, compared with 60,182 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Jan. 14, 1967	74,015	23,943
Jan. 14, 1966	70,633	22,908
Cumulative Totals		
Jan. 14, 1967	134,197	44,670
Jan. 14, 1966	129,503	44,176

FREIGHT TRAIN CARS

► *Trailer Train.*—Placed orders for an additional 564 cars as follows: 125 standard-level cars from ACF; 75 standard-level cars from Bethlehem; and 200 standard-level cars, 127 low-level cars and 37 60-ft flat cars from Pullman-Standard. As of Jan. 25, TTX had 38,556 cars in service or on order.

► *Car Orders.*—A total of 8,378 new freight cars was ordered by railroads and private car lines in December, compared with 6,251 in November and 9,957 in December 1965, according to a joint announcement by the American Railway Car Institute and the AAR. New freight car orders for 1966 totaled 102,342. Deliveries of new freight cars totaled 8,043 in December compared with 7,368 the previous month, and 7,751 in December 1965. Backlog of new cars on order and undelivered on Jan. 1 included 16,192 in railroad shops and 40,426 in the shops of contract car builders, making a total of 56,618. This was an increase of 12,321 cars, or 27.8% over the total on Jan. 1, 1966. The number of cars scheduled for rebuilding on Jan. 1 totaled 9,380, compared with 9,355 on Dec. 1, 1966, and 12,233 on Jan. 1, 1966.

NEW FACILITIES

► *Santa Fe.*—Has installed a new 70-ton capacity traveling gantry-type crane at the Macy Street team-track facility in Los Angeles. The crane will be used to load and unload heavy equipment steel structural members and similar material. The crane operates on 250 feet of running rails and straddles two tracks. A large center hook has a 70-ton capacity for a clear lift of 26 feet, while an auxiliary speed hook handles a 10-ton load. Demands of the high-rise construction industry in the Los Angeles area prompted Santa Fe to install the large crane.

CAR OWNERSHIP

► *Serviceable cars increase.*—Revenue freight cars in serviceable condition owned by Class I railroads on Jan. 1 totaled 1,425,203, compared with 1,402,459 on Jan. 1, 1966, according to most recent AAR Car Service Division report. Estimated total ownership of all railroad- and privately-owned revenue freight cars on Jan. 1 was 1,821,423 (average capacity: 61.19 tons), compared with 1,794,570 (average capacity: 59.58 tons), on Jan. 1, 1966.

ESTIMATED OWNERSHIP—ALL REVENUE FREIGHT CARS

(Jan. 1, 1967 vs. Jan. 1, 1966)

		Box	Covered Hopper	Gondola	Hopper	Flat	Refrig.	All Others	Total
Class I	1967	580,652	105,027	207,077	428,970	66,645	49,016	59,192	1,496,579
	1966	581,397	92,080	214,679	428,566	60,859	43,675	59,314	1,480,570
RRO&C Refrig.*	1967	0	0	0	0	0	53,659	0	53,659
	1966	0	0	0	0	0	55,096	0	55,096
Private	1967	1,744	22,158	1,041	1,410	33,891	14,866	168,640	243,750
	1966	1,739	15,538	679	1,251	25,784	17,793	165,120	227,904
Class II & S&T†	1967	9,183	849	5,486	9,359	935	472	1,151	27,435
	1966	9,656	794	6,421	11,558	562	204	1,805	31,000
GRAND TOTAL	1967	591,579	128,034	213,604	439,739	101,471	118,013	228,983	1,821,423
	1966	592,792	108,412	221,779	441,375	87,205	116,768	226,239	1,794,570

*Railroad owned and controlled refrigerator car lines.
†Class II railroads and switching and terminal companies.

YOU OUGHT TO KNOW

New look for IC: Illinois Central's traditional trademark—the diamond—will be around for a good many years to come. But not on anything that's new. IC's new corporate symbol is a rail section —split down the middle and with a dot over the left half, so the resulting section is a lowercase ic. During '67, the symbol will be placed on the more than 5,000 new freight cars and the 26 new locomotives to be delivered; it will be phased into other uses under a planned program.

Japan OK's GATX project: The Japanese government has validated a joint venture being planned by General American with two Japanese firms for development of terminal operations at Kobe. Linked with GATX in the project are Nippon Express, with motor and marine transport, container, warehousing and freight-forwarding services; and Nagase and Co., a diversified corporation specializing in chemical products and general industrial products and services.

C&O train-off petition sidetracked: The Chesapeake & Ohio won't be able to end the runs of six of its passenger trains on Feb. 10 as it proposed to do. The ICC has ordered the C&O to continue operating for at least four months longer two Washington-Cincinnati trains—the "Fast Flying Virginian" and the " Sportsman"—while it holds hearings. The other trains involved run between Portsmouth and Charlottesville, Va., and between Ashland, Ky., and Toledo, Ohio.

Freas goes to Southern: Howard Freas, a member of the Interstate Commerce Commission for 13 years, has joined the Southern Railway System as assistant to the president. Freas resigned from the ICC Dec. 31.

Steel and the railroads: The interdependence of the steel and railroad industries was emphasized by United States Steel President Leslie B. Worthington as he addressed the annual dinner of Traffic Club of Pittsburgh. "Last year the steel needs of the railroads alone were about 4.5 million tons, more than double the amount of five years ago, and about 5% of total steel industry shipments," said Worthington. "While I cannot tell you what amount of rail services the steel industry as a whole required last year, I can report that United States Steel moved something close to 2,000,000 rail cars in and out of its plants."

What price transit? The Tri-State Transportation Commission issued a report on last year's transit strike in New York City. Their major finding: The 13-day strike cost the city economy $100 million in lost production. Over two million people were deprived of their normal means of transport to the CBD, and Tri-State Chairman Dr. William Ronan observed that "The transit strike demonstrated once and for all the absolutely essential contribution that the city rapid transit and bus system makes to the economy of the Region."

Lehigh Valley makes a change: Last week the Lehigh Valley reorganized the road into two operating divisions headed by superintendents at Buffalo, N.Y., and Jersey City, N.J. According to LV President John F. Nash, "Our railroad will have the centralized authority in each division to effect greater efficiency—service and cost-wise."

Truck-design progess report: The American Society of Mechanical Engineers will hold a panel discussion on "New Developments in Railroad and Rapid Transit Trucks," Feb. 28 in New York. Moderator is K. S. Niemond, Manager of Research, LIRR, and speakers will be B. Labaree, project engineer, Products Development Center, The Budd Co.; K. L. Jackson, manager of engineering design, Castings Division of General Steel Industries; G. B. Sundby, works manager, LFM-Atchison division of Rockwell Manufacturing; and W. Van Der Sluys, general manager, passenger car engineering, Pullman-Standard.

Truck tonnage: Intercity truck tonnage in the week ended Jan. 21 was 1.3% below that of the previous week and 0.4% below the volume in the corresponding week of 1966, according to American Trucking Associations.

Current statistics

Net Income	
9 mos., 1966	$658,000,000
9 mos., 1965	542,000,000
Carloadings, revenue freight	
4 wks., 1967	2,048,551
4 wks., 1966	2,102,728
Freight cars on order	
Jan. 1, 1967	56,618
Jan. 1, 1966	44,297
Freight cars delivered	
12 mos., 1966	89,892
12 mos., 1965	77,861
Serviceable cars	
Jan. 1, 1967	1,425,203
Jan. 1, 1966	1,402,459

LETTERS FROM READERS

Terminal road's role

New York, N.Y.

To the Editor:

On page 11 of your Nov. 7 issue, under the heading, "On the Horizon: Coast to Coast Freight," the last paragraph gives a slightly erroneous impression when it says "New York Central, MoPac and Cotton Belt established a through service to bypass St. Louis. . . ."

Actually the St. Louis switching lines are still involved as it is their crews which handle trains between the New York Central and the MoPac or Cotton Belt. The article on page 80 of the Oct. 17 issue was more nearly correct even though it did fail to mention that it also took the cooperation of the Alton & Southern and Terminal Railroad Association of St. Louis to effect this through service.

C. E. Lang
General Agent
Alton & Southern

The crossing problem

Ringoes, N. J.

To the Editor:

I read with interest your article and comments on the grade crossing problem. We live with it here and it gives us fits. We have had some close calls and one minor collision and we do what we can including a plan to install warning signals at one or two crossings. We think more could be done by all concerned and I list below a few ideas for what they are worth.

Present flashing lights at crossings are often set to be too safe. They start to flash (or gates come down) so long ahead of a train that motorists get understandably impatient. This, plus lights flashing because a train or car is left standing on the circuit, leads motorists to be skeptical of the signals and even ignore them. More should be done to standardize the time ahead of a train and cut this time down from what it often is at present.

Standard traffic signals should replace the flashing red lights at many busy installations. Drivers will not ignore these signals as they will the flashing lights. We tried to get permission to install such a system here. It can be done very cheaply but PUC refused permission because it was "not standard." We need more and better enforcement with tickets issued for not

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RA 2/6/67

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at least coming to a stop when signal is flashing. Train crews can help on this. Recently a girl cut in front of one of the morning commuter trains, through the lights, every day. The engineer finally got tired of it, got her license number, and reported it to the local police. Whether she got a ticket or not, she has not been observed since.

Obviously, a continuing driver education program is called for. I think the railroads have done more than their share of this in the past.

Samuel Freeman
General Manager
Black River & Western Railroad

Long-distance riding

Knoxville, Tenn.

To the Editor:

I take my hat off to Mr. J. B. Arrow, who indicated in his letter to the editor [Nov. 28] that he has travelled almost 200,000 miles on 65 different railroads and has ridden on 293 name trains.

In my copy of "The Official Guide of the Railways," I have marked every line ridden since I started my travel at age 5 with a trip from Sturgis, S. Dak., to San Antonio, Texas. During the past 48 years since this first trip I have taken every opportunity to travel via train on different routes—in college a number of trips were made on freights.

My total score—26 railroads and 60,000 miles on 46 name trains. My congratulations to Mr. Arrow.

Bayard C. Erskine

Frontiersmanship

Collingswood, N.J.

To the Editor:

TTX 912050 may have been built to carry airplane parts [RA, Dec. 19/26, p. 27] but my records show that last August this 90-footer brought a big load of extra-long metal tubes into my employer's plant. In other situations I've seen special cars (particularly bulkhead flats) hauling freight that appeared almost "made-to-order" for these cars—yet it was not what the cars were designed for.

The farther the railroads explore the frontiers of new kinds of cars (not merely new versions of existing cars), the more inviting appear their possibilities.

W. A. Zackon

MANAGER

Transportation Engineering

Major West Coast engineering construction firm has opening for a graduate engineer well experienced in the management and administration of mass transit programs.

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VIEWPOINT

Man, it sure snowed

The skies opened up, and 24 million tons of the stuff came pouring down onto Chicago. It was frontier days, all over again, only without the Indians. It was man against nature. And a good part of man's vaunted technology came off a poor second when it was stacked up against the forces that nature unleashed in a single 24-hour period. Chicago, on the last few days of January, was a beautiful but battered city.

The storm brought hardship, in varying degree, to hundreds of thousands of people. It cost staggering sums, in terms both of governmental spending and private investment. Hopefully, it also taught a lesson—not just for Chicago, but for every city that now or in the future plans improvements in its mass-transportation system.

Rails meet the challenge

The lesson? Simply that when nothing else could move in Chicago, the railroads and the Chicago Transit Authority rapid-transit lines moved. If ever there was evidence of rail-transit's ability to combat overwhelming obstacles, if ever there was proof of the railroads' ability to do the job and damn the odds, Chicago was it.

Natural disaster in the nation's third largest metropolitan area was quick in developing. Recovery was agonizingly slow. And, unfortunately, some of the information passed along to the public during the storm period was, to be polite about it, based more on the rosy glow of hope than on the solid rock of fact.

Chicagoans (and stranded out-of-towners) got a variety of reports, for instance, on when the world's busiest airport, O'Hare Field, would be reopened. And commuters, both city dwellers and suburbanites, got over the optimistic forecast as to the condition of streets and expressways. Toward the end of the first day, for instance, confidence was expressed that traffic conditions could be materially improved by the second day.

Railroads, meantime, were getting passing mention. CTA spokesmen spoke proudly of their rapid transit performance, and newscasters did note that the commuter railroads were still in business.

As a matter of fact, both the CTA and the commuter railroads, were less than perfect. Snow-packed switches wouldn't throw. There were occasional derailments, mostly in yards. Automobiles and trucks got stuck on grade crossings, and some of them were hit by trains. High winds piled up deep drifts in many locations. Trains ran late, and on some routes there were temporary—usually short-lived—service interruptions.

Actually, all the railroads did was (a) run when nobody else did, (b) keep running and get back to full-normal before anybody else came close to it, and (c) take care of their own battle against the weather, at no cost to the taxpayer. All the CTA rapid-transit lines did was to provide in-city residents with dependable transportation while the freeways froze and hundreds of buses and thousands of cars wallowed around and foundered.

That's all the railroads and the CTA did, so far as the big picture was concerned. To thousands upon thousands of grateful people, it was enough.

So far as Chicago is involved, the moral of the storm-story is fairly clear: The city and the metropolitan area have few assets of greater value than the well-developed CTA rapid-transit lines and the network of commuter railroad routes, linking Central City and suburbs. In the final adding-up, these rail-based transportation systems were all that saved the area from complete immobility.

Urban planners take note

Chicago's experience, of course, is hardly unique. But it is the most graphic demonstration in recent years of what can and can't be done by the various modes of urban transporattion.

The story of Chicago, Jan. 26-30, 1967, should be required reading for urban planners—without exception. True, Miamians will never have to slog home through 23 inches of snow, and Angelenos can afford to ignore the actual conditions of such as Chicago's abominable snow fall.

But the old reliable flanged-wheel, rolling-on-steel rail (in both its private enterprise and public-service versions) proved far more in Chicago than the mere fact that 24 million tons of snow couldn't halt its movement. In the broadest sense, the railroads and the rapid-transit line proved—under what were at once the worst and the best possible circumstances—the qualities of consistency, continuity and capacity which are at the heart of any definition of "service."

World's tallest signalman

This antenna tower is symbolic of Lenkurt Electric Microwave Systems that are modernizing the railroad industry.

For as long as anybody can remember, railroads have relied on open wire line to relay information. Most of the industry still does. But all over the country, forward-thinking companies are expanding their communications capabilities by installing Lenkurt Microwave Systems. Microwave provides the capacity for the increased communications demands for centralized control of operations.

Lenkurt makes four microwave radio systems to meet railroad requirements.

Lenkurt's 76B and 76E high density microwave systems afford maximum flexibility for either space or cross-band diversity or hot stand-by applications. The 76B operates in the 6,575 to 6,875 mc band and the 76E operates in the 12,200 to 13,250 mc frequency band.

In addition, we have the 71F light route 300 channel system in the 2,000 mc band and the high density 75B non-demodulating microwave relay system in the 6,000 mc band for long haul routes.

Lenkurt makes a complete line of carrier systems for open wire, cable, and microwave applications, not to mention telegraph and data transmission equipment, journal data transmission equipment, in-band and out-of-band signaling equipment, order wire, supervisory and control, and many others, as well as EF&I services – all combining to give you a complete and advanced communications system.

If you're looking ahead and could use the help of a Super Signalman, give us a call.

Lenkurt Electric Co., Inc., San Carlos, California. Other offices in Chicago, Dallas, and New York City.

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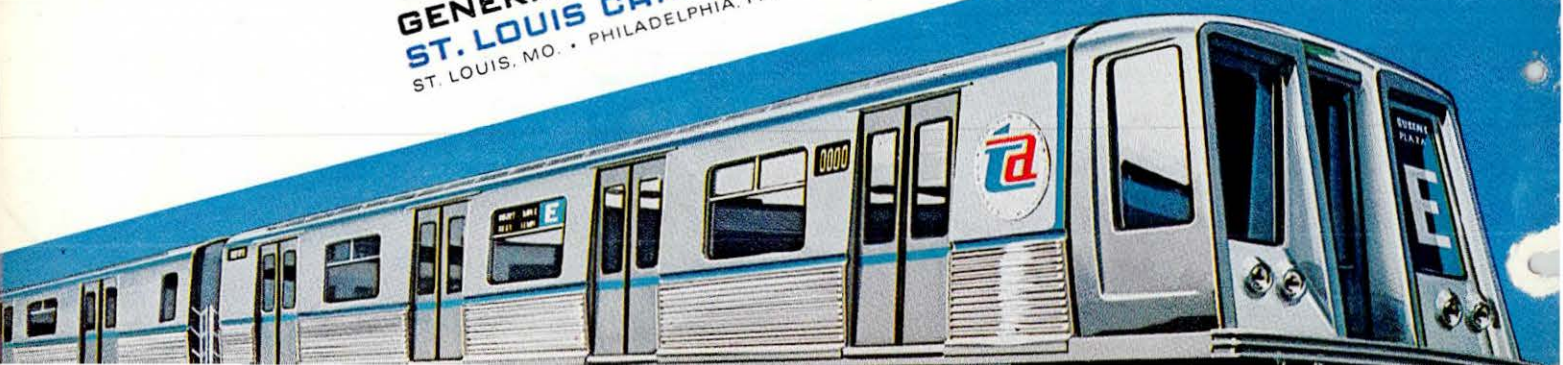
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